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*Can. Canadian Pacific
Rm. Railway Co.*

CORRECTED TO AUGUST 16TH, 1899

Bell

Canadian Pacific Railway

Annotated Time Table

...OF THE...

Great Transcontinental Route

With Information as to C.P.R. Transcontinental Routes

MEMO. EDITION

GENERAL OFFICERS

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WM. WHYTE	Manager, Lines West of Fort William	Winnipeg
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C. W. SPENCER	Gen. Superintendent, Eastern Div	Montreal
JAMES OBORNE	Gen. Superintendent, Western Div	Winnipeg
R. MARPOLE	Gen. Superintendent, Pacific Div	Vancouver
C. E. E. USHER	{ General Passenger Agent, Lines East of Lake Superior	Montreal
C. E. McPHERSON	{ General Passenger Agent, Lines West of Lake Superior	Winnipeg
A. H. NOTMAN	Assistant General Passenger Agent	Toronto
WM. STITT	Asst. Gen. Passenger Agt., Western Div.	Winnipeg
E. J. COYLE	Asst. Gen. Pass. Agt., Pacific Div.	Vancouver, B.C.
A. D. MACTIER	General Baggage Agent	Montreal
J. N. SUTHERLAND	General Frt. Agt., Atlantic Div	St. John, N.B.
W. B. BULLING, Jr.	General Freight Agent, Eastern Div., etc.	Montreal
E. TIPPIN	Gen. Freight Agent, Ont. Div.	Toronto
W. R. MACINNIS	{ Gen. Freight Agent, Lines West of Lake Superior	Winnipeg
G. H. SHAW	Asst. Gen. Freight Agent, Western Div.	Winnipeg
APLAN CAMERON	Asst. Gen. Frt. Agt., Pacific Div.	Vancouver, B.C.
F. W. PETERSON	{ Assistant General Freight Agent, Kootenay Lines, etc.	Nelson, B.C.
H. L. PENNY	Auditor of Disbursements	Montreal
J. H. SHEARING	Auditor of Passenger Receipts	Montreal
C. J. FLANAGAN	Auditor of Frt. and Telegram Receipts	Montreal
J. R. STABLE	Freight Claims Auditor	Montreal

Corrected to August 16th, 1899

Canadian Pacific Railway

ANNOTATED TIME TABLE

WITH INFORMATION AS TO C. P. R.
TRANSCONTINENTAL ROUTES

The Company does not undertake that trains shall start or arrive at the times herein specified, nor will it be accountable for any loss, inconvenience or injury which may arise from delays or detention; nor will it be responsible for any delay, detention, loss or injury whatsoever arising off its lines or from the acts or defaults of other parties, nor for the correctness of the times over the lines of other companies, nor for the arrival of this Company's own trains in time for, or to connect with, the nominally corresponding trains or steamers of this or any other company.

Steamship sailings herein are weather permitting; and for river, gulf, lake and ferry steamers are during season of navigation only. Ferry at Quebec, Prescott and Detroit, and Steamship sailings from Vancouver, Victoria and San Francisco, and Pacific Coast are all the year.



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Transcontinental Route

WESTBOUND

CONDENSED TIME TABLE

STATIONS	1-IMPERIAL LIMITED							
	TIME	DAYS OF WEEK						
NEW YORK, via Montreal.....Lv	7.30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
New York Central Rd.....Lv	6.25 pm	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Toronto.....Lv	8.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
New York Central Rd.....Lv	7.30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Eric Rd.....Lv	8.30 am	Sat	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Prescott.....Lv	8.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
New York Central Rd.....Lv	8.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Boston, via Montreal.....Lv	8.40 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Me., via Montreal.....Lv	8.40 pm	Sun	Mo	Tu	We	Th	Fri	Sat
HALIFAX, N.S.....Lv	8.00 am	.....	Mo	Tu	We	Th	Fri	Sat
St. John, N.B.....Lv	8.10 pm	.....	Mo	Tu	We	Th	Fri	Sat
Quebec.....Lv	10.30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
MONTREAL Windsor St.....Lv	9.30 am	Mo	Tu	We	Th	Fri	Sat	Sun
Prescott.....Lv	7.20 am	Mo	Tu	We	Th	Fri	Sat	Sun
Brockville.....Lv	7.00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Ottawa.....Lv	1.25 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Carleton Junction.....Lv	2.24 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Pembroke.....Lv	4.30 pm	Mo	Tu	We	Th	Fri	Sat	Sun
NORTH BAY.....Lv	8.40 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Buffalo.....Lv	7.45 am	Mo	Tu	We	Th	Fri	Sat	Sun
Brantford.....Lv	8.45 am	Mo	Tu	We	Th	Fri	Sat	Sun
Hamilton.....Lv	9.55 am	Mo	Tu	We	Th	Fri	Sat	Sun
Toronto, G.T.R.....Lv	1.00 pm	Mo	Tu	We	Th	Fri	Sat	Sun
NORTH BAY, G.T.R.....Lv	8.15 pm	Mo	Tu	We	Th	Fri	Sat	Sun
NORTH BAY.....Lv	8.55 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Sudbury.....Lv	11.00 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Chapleau.....Lv	4.50 am	Tu	We	Th	Fri	Sat	Sun	Mo
Nepigon.....Lv	3.12 pm	Tu	We	Th	Fri	Sat	Sun	Mo
PORT ARTHUR.....Lv	5.05 pm	Tu	We	Th	Fri	Sat	Sun	Mo
PORT WILLIAM (East Time).....Lv	5.25 pm	Tu	We	Th	Fri	Sat	Sun	Mo
Toronto.....Lv	1.30 pm	.....	Tu	We	Th	Fri	Sat	Sun
Owen Sound.....Lv	5.30 pm	.....	Tu	We	Th	Fri	Sat	Sun
Sault Ste. Marie.....Lv	12.30 pm	.....	We	Th	Fri	Sat	Sun	Mo
PORT ARTHUR.....Lv	12.00 pm	.....	Th	Fri	Sat	Sun	Mo	Tu
PORT WILLIAM (Cent. Time).....Lv	11.00 am	.....	Th	Fri	Sat	Sun	Mo	Tu
PORT WILLIAM (Central Time).....Lv	16.55	Tu	We	Th	Fri	Sat	Sun	Mo
WINNIPEG.....Lv	6.30	We	Th	Fri	Sat	Sun	Mo	Tu
Portage la Prairie.....Lv	7.15	We	Th	Fri	Sat	Sun	Mo	Tu
Brandon (Mount. Time).....Lv	8.50	We	Th	Fri	Sat	Sun	Mo	Tu
Brandon (Mount. Time).....Lv	10.12	We	Th	Fri	Sat	Sun	Mo	Tu
Broadview.....Lv	14.24	We	Th	Fri	Sat	Sun	Mo	Tu
Regina.....Lv	17.45	We	Th	Fri	Sat	Sun	Mo	Tu
St. Paul Soc Line.....Lv	6.40 pm	Tu	We	Th	Fri	Sat	Sun	Mo
Minneapolis.....Lv	6.40 pm	Tu	We	Th	Fri	Sat	Sun	Mo
Mecca Jaw.....Lv	18.30	We	Th	Fri	Sat	Sun	Mo	Tu
Medicine Hat.....Lv	2.48	Th	Fri	Sat	Sun	Mo	Tu	We
Calgary.....Lv	8.10	Th	Fri	Sat	Sun	Mo	Tu	We
BANFF HOT SPRINGS.....Lv	11.35	Th	Fri	Sat	Sun	Mo	Tu	We
Field (Pacific Time).....Lv	14.00	Th	Fri	Sat	Sun	Mo	Tu	We
GLACIER.....Lv	16.52	Th	Fri	Sat	Sun	Mo	Tu	We
REVELSTOCK.....Lv	21.20	Th	Fri	Sat	Sun	Mo	Tu	We
NORTH BRN.....Lv	8.05	Fri	Sat	Sun	Mo	Tu	We	Th
MISSION JUNC.....Lv	11.15	Fri	Sat	Sun	Mo	Tu	We	Th
Abbotsford.....Lv	11.38	Fri	Sat	Sun	Mo	Tu	We	Th
SUMAS.....Lv	11.45	Fri	Sat	Sun	Mo	Tu	We	Th
Sumas City, Seattle & Int. Ry.....Lv	11.55 am	Fri	Sat	Sun	Mo	Tu	We	Th
Snohomish.....Lv	3.18 pm	Fri	Sat	Sun	Mo	Tu	We	Th
Seattle, Wash.....Lv	4.55 pm	Fri	Sat	Sun	Mo	Tu	We	Th
Tacoma, Wash. N. P. Rd.....Lv	11.00 pm	Fri	Sat	Sun	Mo	Tu	We	Th
Tacoma, Wash. N. P. Rd.....Lv	12.15 am	Sat	Sun	Mo	Tu	We	Th	Fri
Portland, C.....Lv	7.00 am	Sat	Sun	Mo	Tu	We	Th	Fri
Sacramento, Cal., So. Pac. Rd.....Lv	8.55 am	Mo	Tu	We	Th	Fri	Sat	Sun
SAN FRANCISCO, Cal., So. Pac. Rd.....Lv	7.45 am	Mo	Tu	We	Th	Fri	Sat	Sun
MISSION JUNC.....Lv	11.25	Fri	Sat	Sun	Mo	Tu	We	Th
New Westminster.....Lv	12.58	Fri	Sat	Sun	Mo	Tu	We	Th
VANCOUVER.....Lv	13.15	Fri	Sat	Sun	Mo	Tu	We	Th
Victoria, via Can. Pac. Nav. Co. Ar	19.45	Fri	Sat	Sun	Mo	Tu	We	Th
Victoria for San Francisco via Pacific Coast S. S. Line.....Lv	8.00 pm	Aug. 12, 17, 22, 27; Sept. 1, 6, 11, 16, 21, 26; Oct. 1, 6, 11, 16, 21, 26, 31; Nov. 5, 10, 15, 20, 25, 1899.						
San Francisco via Pacific Coast S. S. Line.....Lv	am	Aug. 15, 20, 25, 30; Sept. 4, 9, 14, 19, 24, 29; Oct. 4, 9, 14, 19, 24, 29; Nov. 3, 8, 13, 18, 23, 28, 1899.						
Victoria, B.C. P.S. & A.S.S. Co. Ar	8.30 pm	Fri	Sat	.....	Mo	Tu	We	Th
Port Townsend, Wash. P.S. & A.S.S. Co. Ar	12.00 am	Sat	Sun	.....	Tu	We	Th	Fri
Seattle, Wash. P.S. & A.S.S. Co. Ar	6.30 am	Sat	Sun	.....	Tu	We	Th	Fri
Tacoma, Wash. P.S. & A.S.S. Co. Ar	.....	.....	.....	.....	.....	.....	.....	.....

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

Apx. approximate time.

If water is low on Lake Superior, O. P. steamers may omit Port Arthur, calling only at Fort William.

See page 71.

CONDENSED TIME TABLE

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.
 v Passengers intending to leave Vancouver on Monday will take steamer leaving Victoria 23 o'clock night previous.
 y Approximate time.
 If water is low on Lake Superior, C. P. steamers may omit Port Arthur, calling only at Fort William.
 See page 71.

Canadian Pacific Railway

ANNOTATED TIME TABLE

QUEBEC and MONTREAL: 172 Miles

Eastern Division

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
172	LEAVE 2.00 P.M. WEEK DAYS. EASTERN STANDARD TIME	<p>Quebec—Population 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels, chief among which on Dufferin Terrace is the Chateau Frontenac, a magnificent fireproof structure, are found. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport. The railways reaching the city are the Canadian Pacific and Quebec & Lake St. John, the latter extending to Lake St. John, Chicoutimi, and the headwaters of the Saguenay. To Levis on the opposite bank of the St. Lawrence come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Dominion, Beaver and Hansa lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.</p>	ARRIVE 2.30 P.M. WEEK DAYS Places of Interest Railway & steam ship connections	3058

† Additional trains leave Quebec for Montreal at 8.00 a.m. (week days only), 10.30 p.m. daily, Sunday included, arriving Montreal at 2.00 p.m. and 6.00 a.m. Sunday train leaves Quebec at 12.25 p.m., arriving Montreal at 6.30 p.m.

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
165		Lorette	Are ancient settlements, originally seignories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams, and one of them (the Jacques Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. <i>Lorette</i> is mainly a settlement of Christianized Huron Indians, founded 250 years ago. <i>Portneuf</i> (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From <i>Piles Junction</i> a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing. Just below the falls is the prosperous village of Grand Mere, at which are the extensive works of the Laurentides Pulp Company.	2.12	3046
159	No	Belair		1.57	3040
146	Stop	Pont Rouge		1.33	3027
142		St. Bazile		1.23	3023
137	2.53	Portneuf		1.15	3018
133		Deschambault		1.04	3014
130		Lachevrotiere		12.50	3011
127		Grondines		12.52	3008
119	No	Ste. Anne de la Perade		12.36	3000
	Stop				
114		Batiscan		12.26	2995
107		Champlain		12.11	2988
97		Piles Junction		11.52	2978
				A.M.	
95	3.58 P.M.	Three Rivers —Population 10,000. At the mouth of the St. Maurice, and at the head of tide-water in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron works and machine shops here, making stoves and car wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.		11.45	2976
				Mills and iron works	
				A.M.	
87	No	Pointe du Lac	The route now lies across the lowlands stretching between the northern bank of the St. Lawrence and the hills which lie at a constantly increasing distance from the	11.22	2968
90	Stop	Yamachiche		11.08	2961
74	4.30	Louiseville		10.55	2955
70		Maskinonge		10.45	2951
64	No	St. Bartheleml		10.35	2945
60	Stop	St. Outhbert		10.26	2941
57	4.53	Berthier Junc.		10.21	2938
48	5.06	Lanoraie		10.04	2920
	P.M.	river. This is for the most part a		A.M.	

! Refreshment Station.

Time and in	Miles from Vancouver
12	3046
57	3040
33	3027
23	3023
15	3018
04	3014
59	3011
52	3008
36	3000
20	2995
11	2988
52	2978
A.M.	
1.45	2976
Miles and iron works	
A.M.	
11.22	2968
11.08	2961
10.55	2955
10.45	2951
10.35	2945
10.26	2941
10.21	2938
10.04	2929
A.M.	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
		perfectly level and closely cultivated plain, cut up into the narrow fields that characterize French farming districts throughout the older parts of Quebec, and result from the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,800), where <i>Lake St. Peter</i> is seen, are the <i>St. LEON</i> (Saline) SPRINGS, a popular watering-place and health resort. <i>Berthier</i> and <i>Lanoraie</i> junctions are the stations for populous river-landings of the same names, reached by short branch lines; the former has a population of 2,000.		<i>Lake St. Peter</i>	
48		Joliette Junc.	From <i>Joliette Junc.</i> diverge branch lines	10.02	2929
43		La Valtrie	northward to	9.53	2924
39		Vaucluse	<i>JOLIETTE</i> (pop.	9.45	2920
35	No Stop	L'Epiphanie	3,500), <i>St. FELIX</i>	9.38	2916
28		St. Henri	<i>DE VALOIS</i> (pop.	9.21	2907
23		Terrebonne	2,500) and <i>St. Gabriel</i> de Brandon.	9.15	2904
17		St. Vincent de Paul	At <i>Terrebonne</i> the north branch of the Ottawa is crossed. Here are the limestone quarries which furnish most of the stone used in	9.04	2898
12	P.M. 6.00	St. Martin Junc.		8.55	2894
10	6.06	Sault aux Re-collets		7.44	2896
5	6.17	Mill-End		8.35	2901
	WEEK DAYS.	the neighboring cities, and in railway bridge-building, and other heavy masonry. The large building passed at <i>St. Vincent de Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main transcontinental line is joined and followed around the base of Mount Royal into Montreal.		WEEK DAYS.	
0	ARRIVE 6.30 P.M.	Montreal —Place Viger Station and hotel, a new and handsome structure erected and operated by the Canadian Pacific Ry. Co.		A.M. 7.20 LEAVE	2906

|| Refreshment Stations.

f Flag Station.

t Additional trains leave Montreal for Quebec at 2.30 p.m. week days and 11.00 p.m. daily, Sundays included, arriving Quebec at 7.00 p.m. and 7.00 a.m. the following morning. Sunday train leaves Montreal at 3.30 p.m., arriving Quebec at 9.50 a.m.

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Days and 11.00
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0.02 2929
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0.15 2904

0.04 2898
0.55 2894
0.44 2890
0.35 2901

WEEK DAYS.

A.M.
0.20 2906
AVE

Station.
Days and 11.00
00 a.m. the
ing Quebec at

Short Line

HALIFAX AND MONTREAL: 756 Miles

Atlantic Division

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'y
0	A.M. 8.00 Leave daily except Sundays Halif'x	Halifax —Population 40,000. The capital of Nova Scotia, and from its long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of its magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mail steamships, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified, the former said to be impregnable. The fortifications, the Arm, Bedford Basin, the Dockyard; Point Pleasant, a public resort owned by the Imperial authorities, and leased to the City of Halifax; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and enjoys a very important trade with Europe, the United States, the West Indies, etc., etc.	P.M. 8.50 Arrive daily except Sundays Communication by str. with West Indies, etc.	3666
9	8.20	Bedford		3657
14	8.29	Windsor Junc.	8.21	3652
40	9.10	Shubenacadie	7.40	3626
41	9.17	Stewiacke	7.33	3625
		tion to the west and south to Yarmouth, gives an alternate route to St. John, N.B., by a splendid steamer service across the Bay of Fundy, between Digby and that city. The railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .	The Evangeline Route.	
62	9.50	Truro —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery. Speckled trout	7.05	3604

/ Flag Station.

Dining Car between Truro and Mattawamkeag.

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Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to New Glasgow and to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island, and with the extension of the railway through the Island to the Sydneys, from which historic Louisburg is now easily reached by rail. During the summer of 1898, a new service was inaugurated between Sydney and Port aux Basque, Newfoundland—the sea voyage only occupying six hours—there connecting with the Newfoundland Northern & Western Rd., which traverses the centre of the island to St. John's on the eastern coast.	LEAVE	
	Trout and salmon fishing		Moose, cariboo & grouse shooting	
79	A. M. 10.23	Londonderry		6.22 3587
108	11.20	Oxford Junction		5.25 3558
121	11.50	Spring Hill Junc.		5.00 3545
138	12.22	Amherst		4.20 3528
148	12.41	Sackville		4.01 3518
179	1.45 P. M.	Painsec Junction		3.00 3487
	Fishing and shooting	a profitable industry being the manufacture of the celebrated Oxford cloths. From Oxford Junction a branch runs to Pugwash and to Pictou. Near <i>Spring Hill</i> are important coal mines—and from here a branch line extends to the watering place of Parsboro on the Minas Basin. <i>Amherst</i> (pop. 4,000) is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Near Amherst is the Chignecto ship railway (uncompleted) intended to connect the Straits of Northumberland with the Bay of Fundy, and a few miles further on are the remains of Fort Cumberland, of historic interest as the scene of hard-fought battles in the early days between the English and French. <i>Sackville</i> has a fine college and Methodist academies, and is situated in a choice grazing country. Railway connection is made with Cape Tormentine, from which Prince Edward Island is reached. From <i>Painsec Junction</i> a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.	Minas Basin	

MEMORANDA

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Miles from Halifax	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vancouver
186	LEAVE 2.05 Head quarters of Intercolonial Ry.	Moncton —Population 9,500, situated on a bend of the Petitcodiac River. It is the centre of the Intercolonial Railway system and the head offices and workshops are located here. It has many important industries, prominent among which is a cotton factory. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave several feet high.	LEAVE 2.50	3486
199	P.M. 2.29	Salisbury	High tide	
209	2.47	Petitcodiac	2.16	3467
232	3.30	Sussex	1.58	3457
253	4.12 P.M.	Hampton The first part of the journey from Moncton to St. John lies through an unattractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. In the beautiful Kennebecasis Valley are some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please.	1.16 12.35 P.M.	3484 3413
275	P.M. 5.10	St. John, N.B. —Population 45,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens were resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city—a winter port for the Atlantic steamers—and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply every week day between St. John and Digby, where connection is	Hills and heights 11.50 A.M. St. John River Alternate route to Halifax.	3391

MEMORANDA

Fast- ound rain	Miles from Vand'V'r
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AVE 2.50	8486
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High
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2.16	8467
1.58	8467
1.16	8484
2.35	8418
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Hills
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1.50 .M.	3301
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Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancœver
	LEAVE	made with the Dominion Atlantic Ry. for Halifax and Yarmouth, this being a favorite route between the chief cities of the two provinces; and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.		A.M.	
277	5.20	Fairville	These are stations of minor importance to the tourist. At <i>Fredericton Junction</i> connections are	11.25	3389
280	v 5.39	Westfield Beach		11w07	3377
290	v 5.55	Welsford		10w52	3367
312	v 6.15	Hoyt		10w32	3354
319	6.30 P.M.	Fredericton Junc.	made for the city of Fredericton, sometimes called "the Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.	10.20 A.M.	3347
340	v 7.10	Harvey	At <i>McAdam Junction</i> connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais, Me., St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast.	w9.44	3328
359	7.50	McAdam Junc.		9.10	3307
	St. Andrews Sea-side Resort				
365	8.05	Vanceboro	The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.	A.M. 8.50	3301
377	x 8.25	Tomah	The country about these stations is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman. The villages are all new and progressive.	y 8.23	3289
381	x 8.32	Forest		y 8.16	3285
386	x 8.39	Eaton		y 8.09	3280
391	x 8.51	Danforth		y 8.00	3275
400	x 9.05	Bancroft		y 7.44	3266
412	x 9.26	Kingman		y 7.24	3254
421	9.48	Mattawamkeag	Here the Penobscot river is crossed, and many canoeists make this station their objective point, descending the river from Moosehead lake, a trip that offers great inducements in the way of fishing and scenery. At <i>Brownville Junction</i> the line of the Katahdin Iron Works Railway is crossed. The scenery along this section of the line is considered to rank amongst the finest in	7.08	3245
428		Chester			3238
442	10f22	Seboois		f6.30	3224
457	10f45	Lake View		f6.07	3209
463	11.05	Brownville Junc.		5.50	3208
481	11f38 P.M.	Onawa		f 5.12 A.M.	3185
				Good fishing and hunting	

f Flag Station. † Refreshment Station. v Stops to take on passengers from west of Mattawamkeag. w Stops only to leave passengers from points west of Mattawamkeag. x Stops to leave passengers from east of Vanceboro, or take for west of Mattawamkeag only. y Stops to leave passengers from west of Mattawamkeag, or take for east of Vanceboro only.

Through Sleeping Cars run between Montreal and Halifax in both directions.

MEMORANDA

Last
round
rain

Miles
from
Vanev r

.M.
1.25 3389
w07 3377
w52 3367
w32 3354
0.20 3347
.M.

.44 3326
.10 3307

.M.
.50 3301

St.
olix
ver

.23 3289
.16 3285
.09 3280
.00 3275
.44 3266
.24 3254

08 3245

3238

30 3224

07 3209

50 3208

12 3185

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MEMORANDA

East-bound Trains	Miles from Vancey
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A.M.	
4.45	8103
f4.27	8159
No	8161
Stop	8142
	8130
8.40	8129
f8.20	8116
8.00	8105

St'mer
from
Green-
ville to
Mount
Kineo.

A.M.	3101
2.15	3085
	3077
	3071
1.14	3061
	3055
f12.45	3047
12.22	3038
A.M.	

Lake
Megan
to

Miles from Halifax	West- bound Train	STATIONS—DESCRIPTIVE NOTES		East bound Train	Miles from Vancouver
	LEAVE	From here, Levis (opposite Quebec) is reached by the Quebec Central Ry.		ARRIVE	
638		Birchton	At <i>Lennoxville</i>	<i>No</i>	3033
635	<i>No</i>	Bulwer	distant three	<i>Stop</i>	3031
639	<i>Stop</i>	Johnville	miles from <i>Sher-</i>		3027
646	5.00	Lennoxville	brooke, connec-	11.48	3020
648	5.15	Sherbrooke	tions are made	11.35	3018
	A.M.		with the Boston	P.M.	
		road, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal & Boston Air Line of the Canadian Pacific Railway. <i>Sherbrooke</i> , the metropolis of the English-speaking district of the Eastern Townships, is an exceedingly pretty place, with a population of about 12,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. Here connection is again made with the Quebec Central to Levis, opposite Quebec. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing.		Falls of the Magog	
		Rock Forest	<i>Magog</i> is situ-	P.M.	3010
656	A.M.	Magog	ated upon the	10.56	2998
657	5.50		shore of Lake	10.34	2987
678	6.10	Eastman	Memphremagog		2984
681		South Stukely	—a magnificent	10.18	2979
686	3.28	Foster	sheet of water		2976
689		Fulford	dotted with		
		many islands and surrounded by rugged heavily wooded hills. This lake is a justly popular resort for summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily, during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At <i>Foster</i> the Sutton Junction and Drummondville Branch of the Canadian Pacific Ry. is crossed.			
		West Shefford	At <i>Brigham</i>		2967
695	6.41	Brigham Junc.	<i>Junction</i> the	9.42	2956
706	7.00	Farnham	Montreal and	9.30	2950
712	7.22	St. Brigid	Boston Air Line		2946
716		Iberville Junc.	diverges for the		2938
724		Iberville	White Moun-	7.58	2937
725	7.45	St. Johns	tains and Boston,	8.57	2936
726	7.50	L'Acadie	and at <i>Farnham</i>		2933
730		St. Phillippe	the Stanbridge		2925
737			and St. Guilla-		
			ume Branch of		

/ Flag Station. | Refreshment Stations.
Dining Car Mattawamkeag to Truro.

East bound train	Miles from Vancouver
ARRIVE	
No	3033
Stop	3031
	3027
11.48	3020
11.35	3018
P.M.	
Falls of the Niagara	
P.M.	3010
10.56	2998
10.34	2987
	2984
10.18	2979
	2976
	2967
9.42	2956
9.30	2950
	2946
	2938
8.58	2937
8.57	2936
	2937
	2922

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
742	LEAVE	St. Constant	the Canadian Pacific Railway is crossed.	ARRIVE	2920
747	8.21	Adirondack Junc.	From <i>Iberville</i>	8.21	2916
749		Highlands	<i>Junction</i> the United Counties	8.12	2914
751	8.33	Montreal Junc.	Railway runs to St. Hyacinthe	* 8.05	2911
754	* 8.40	Westmount		8.00	2908
756	8.45	Montreal, Windsor St.		P.M.	2906
	A.M.	and Sorel. Crossing the broad St. Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers, and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of <i>Highlands</i> —thence on to <i>Montreal Junction</i> , from whence the several lines of the Canadian Pacific Railway extend to Toronto, Hamilton, Niagara Falls, Buffalo, London, Detroit, Chicago, Quebec, Ottawa, Winnipeg, Sault Ste. Marie, St. Paul, New York and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure known as the Canadian Pacific Railway Co.'s Windsor St. Station, Montreal.		Leaves Daily except Saturdays	
		Lach's Rapids		Wind's St. Stn	

* Stops at Westmount to take on and let off passengers for or from Newport or Sherbrooke (including St. Johns) and beyond. † Refreshment Stations.

MEMORANDA

East-bound Train	Miles from Vanc'v r
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DATE	2920
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8.21	2916
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	2914
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8.12	2911
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8.05	2908
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8.00	2906
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P.M.

Leaves Daily except Saturdays

Wind's St. 8th

m Newport or ons.

Connecting Routes to and from Montreal.

Northbound Trains		STATIONS—DESCRIPTIVE NOTES		Southbound Trains	
		<p>Montreal is but a day's or a night's ride from the principal cities of the United States on the North Atlantic seaboard—New York, Boston and Portland, Me.—and there is a choice of several routes from the first-named place.</p> <p>New York and Montreal: 384 miles.</p>			
Lv. A.M. † 7.50	Lv. P.M. *7.30	<p>ADIRONDACK ROUTE, VIA N. Y. CENTRAL.</p>			
		New York	<p>ROUTE I.—Is by the New York Central up the east shore of the picturesque Hudson River to Albany, N. Y.; thence via Utica and the attractive summer resorts of the Adirondack Mountains (Saranac Lake, Paul Smith's, Loon Lake, etc.), crossing the St. Lawrence River on the Canadian Pacific Bridge</p>	P.M. †10.20 Ar.	A.M. *8.20 Ar.
Ar. †10.10 P.M.	Ar. *9.20 A.M.	Montreal	<p>above the Lachine Rapids, and into their Windsor Street Station at Montreal. This trip may be pleasantly varied in summer by taking the steamer in the morning from New York up the Hudson to Albany, and thence by rail as above.</p>	A.M. †8.00 Lv.	P.M. *7.00 Lv.
Lv. A.M. †9.40	Lv. P.M. *6.25	<p>CENTRAL VERMONT ROUTE, VIA TROY AND RUTLAND.</p>			
		New York	<p>ROUTE II.—Is by the New York Central to Troy and thence Central Vermont via the east shore of Lake Champlain, Montreal being reached at Bonaventure Station,</p>	P.M. †9.30 Ar.	A.M. *7.20 Ar.
Ar. †10.15 P.M.	Ar. *7.40 A.M.	Montreal	<p>from which transfer can be made to Canadian Pacific Windsor Street Station.</p>	A.M. †9.00 Lv.	P.M. 6.50 Lv.
Lv. A.M. †9.40	Lv. P.M. *6.25	<p>D. & H. ROUTE, VIA TROY AND SARATOGA.</p>			
		New York	<p>ROUTE III.—Is also by the New York Central to Troy, thence Delaware & Hudson R.R. via the west shore of Lake Champlain. This route can be varied in summer via steamer through Lakes George and Cham-</p>	P.M. †9.30 Ar.	A.M. *7.20 Ar.
Ar. †9.50 P.M.	Ar. *8.00 A.M.	Montreal	<p>plain at an expenditure of about 12 hours' time and slight additional cost in price of ticket.</p>	A.M. †10.00 Lv.	P.M. *7.00 Lv.

† Refreshment Stations.
* Daily, Sundays included.
† Daily, except Sunday.

ntreal.

MEMORANDUM

Southbound
Trains

P.M. A.M.
10.20 *8.20
Ar. Ar.

A.M. P.M.
*8.00 *7.00
Lv. Lv.

P.M. A.M.
9.30 *7.20
Ar. Ar.

A.M. P.M.
*9.00 8.50
Lv. Lv.

P.M. A.M.
*9.30 *7.20
Ar. Ar.

A.M. P.M.
10.00 *7.00
Lv. Lv.

Northbound Trains		STATIONS—DESCRIPTIVE NOTES		Southbound Trains	
		Boston and Montreal : 341 miles.			
		VIA MONTREAL & BOSTON AIR LINE.			
Lv. A.M. †9.00	Lv. P.M. *8.00	Boston —From <i>Boston</i> there is a through service by Canadian Pacific trains. The route traverses the most interesting parts of New England, skirts the White Mountains of New Hampshire, and runs through the rich valleys of Northern Vermont, with the Green Mountains in view, and along Lake Memphremagog, and through the English-settled portion of Southern Quebec to Montreal, crossing the St. Lawrence by the Canadian Pacific Cantilever Bridge, just above the city, and stopping at the Windsor Street Station, from which transcontinental trains depart.		Ar. P.M. †8.30	Ar. A.M. *8.10
P.M. a12.45 †1.15 4.50	P.M. 11.51 12.00 4.00 A.M.	|| Plymouth		P.M. †4.45 a4.30 P.M. †1.05 a12.40	A.M. †4.00 a3.53 A.M. †12.10 a12.00
Ar. †8.25 P.M.	Ar. *7.35 A.M.	|| Newport			
		|| Montreal		A.M. †9.00 Lv.	P.M. *8.20 Lv.
		Portland, Me., and Montreal : 286 miles.			
		VIA WHITE MOUNTAINS.			
Lv. A.M. †8.45	Lv. P.M. *8.40	Portland —From <i>Portland</i> , the route lies through Southern Maine and Central New Hampshire, entering the famed White Mountains at North Conway, and crossing the startling Crayford Notch to Fabyan's and Lunenburg, and thence to St. Johnsbury, Vermont, from which the same route as from Boston is followed to Montreal. Maine Central trains run from Portland to St. Johnsbury, where connection is made with Canadian Pacific trains.		Ar. P.M. †7.45	Ar. A.M. *8.05
P.M. a12.25 †1.15 3.13 4.50 P.M.	P.M. 11.46 2.20 4.00 A.M.	|| Fabyan's		†4.50 a4.43 2.45 P.M. †1.05 a12.40	4.40 1.35 †12.10 a12.00
		|| St. Johnsbury			
		|| Newport			
Ar. †8.25 P.M.	Ar. *7.35 A.M.	|| Montreal		A.M. †9.00 Lv.	P.M. *8.20 Lv.

! Refreshment Stations.
 * Daily, Sundays included.
 † Daily, except Sunday.

MEMORANDA

**Southbound
Trains**

Ar. P.M. †8.30	Ar. A.M. *8.10
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P.M. l 4.45 a 4.30 P.M. l 1.05 a 12.40	A.M. l 4.00 a 3.53 A.M. l 12.10 a 12.00
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A.M. †9.00 Lv.	P.M. *8.20 Lv.
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Ar. P.M. †7.45	Ar. A.M. *8.05
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l 4.50 a 4.43 2.45 P.M. l 1.05 a 12.40	4.40 1.35 l 12.10 a 12.00
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A.M. †9.00 Lv.	P.M. *8.20 Lv.
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Transcontinental Rail Route

MONTREAL and VANCOUVER:

2906 Miles

Eastern Division, Montreal to Fort William: 998 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
0	A.M. 9.30	Montreal —(Windsor Street Station)—Population (with suburbs) 300,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver, Hansa and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels, the most recent addition to the latter being the Place Viger Hotel, situated over the C.P.R.'s East End Station, which is operated by the Company. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the Imperial Limited trains of the Canadian Pacific Railway run to the Pacific Coast without change. Trains for Toronto, Detroit, Chicago, St. John, N.B., Halifax, New York, Boston, Portland, Sault Ste. Marie, Duluth, Winnipeg, Vancouver, St. Paul and Minneapolis and for Ottawa (by both the new Short Line and North Shore Line) depart from Windsor Street Station. From the Place Viger Station at the east end, trains run to Ottawa, Quebec, Labelle, and local points.	P.M. 6.10	2906
	LEAVE		ARRIVE	To New York 384 to Boston 42
	Daily		Daily	
	EASTERN TIME (East of Fort William)		About four days from Vancouver	
			Railway connections	

! Refreshment Stations.

Additional trains run between the various points at which the "Imperial Limited" trains do not stop. See current time tables for full particulars.

MEMORANDA

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98 Miles

East-bound Train	Miles from Vancouver
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P.M. 6.10 ARRIVE	2908
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To
New
York
384
to
Bos-
ton
42

Daily

bout
four
days
from
Van-
couver

Rail-
way
con-
sec-
tions

Imperial

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
5	9.42	Montreal Juno. —This is the point of junction for trains from and to the Maritime Provinces, New York, Boston and Portland, and all trains to the west. It is rapidly becoming a residential suburb of Montreal and already streets have been laid out and many private residences built. The neighborhood is remarkable for its apple orchards, the world-renowned Fameuse being grown here to perfection, and the line to this point from Montreal crosses all streets and residential parts on overhead bridges.		6.00	2901
10		Sault aux Recollets —Rapids of a branch of the Ottawa.			2898
12	10.11	St. Martin Junction —Divergence of line to Quebec.		5.28	2894
17		Ste. Rose	<i>Ste. Rose</i> , at the crossing of the north branch of the Ottawa, is a charming French village, and a favorite place of summer residence. From here to Ottawa the line follows the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>Ste. Therese Juno.</i> three branch lines diverge through a picturesque country, a perfect network of lakes and streams, to St. LIN, St. JEROME, STE. AGATHE, St. JOVITE, LABELLE and St. EUSTACHE, which during the season attracts anglers in large numbers.		2889
20		Ste. Therese Juno.		5.13	2886
27		St. Augustin			2879
82	No	St. Scholastique			2874
87	Stop	St. Hermas		No	2869
44		Lachute		Stop	2862
49		St. Philippe West			2857
57		Grenville			2849
59	A. M. 11.32	Calumet	<i>Lachute</i> (pop. 2,000) has large paper mills and wood-working and other industries, and is an important shipping point for dairy products. The Ottawa Valley Railway runs from Lachute to Geneva and	P. M. 4.08	2847
65		Pointe au Chene			2841
74		Montebello			2832
79		Papineauville			2827
84		North Nation Mills			2822
90	No	Thurso			2816
94	Stop	Rockland		No	2812
100		Buckingham		Stop	2806
104		L'Ange Gardien			2802
109		East Templeton			2797
114		Gatineau			2792
118		Hull			2788
		St. Andrew. At <i>Calumet</i> are extensive sawmills, and these occur frequently all along the river. Across the river are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good			

MEMORANDA

LEAVE	Head-bound Train	Miles from Vancouver
	6.00	2901
		2899
	5.28	2894
	5.13	2880
		2888
		2879
		2874
No Stop		2869
		2862
		2857
		2849
P.M. 4.08		2847
		2841
		2832
		2827
		2822
		2816
		2812
No Stop		2806
		2802
		2797
		2792
		2788

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	hotels and attractive surroundings, which is reached from Montreal and Ottawa by the newly opened Short Line between these cities. From <i>Buckingham</i> station a short branch-line extends northward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond this station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From <i>Hull</i> (pop. 10,000) an electric railway runs north of the Ottawa to <i>AYLMER</i> , from which the Pontiac Pacific Junction Ry. is extended seventy miles. Leaving <i>Hull</i> , the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.	LEAVE	
	Mines		Phosphate mines	
	Aylm'r Branch			
120	Ar 1.10 Lv 1.25 P.M.	Ottawa —Pop. 55,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city, which like Quebec is divided into Upper and Lower Town, stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to <i>PRESCOTT</i> , on the St. Lawrence, where ferry connection is made with Ogdensburg, N. Y. and rail lines to New York. The Canada Atlantic Railway runs from here to Lake Champlain.	P.M. L 2.30 A 2.15	2786
	Capital of the Dominion		Lumber making	
122		Skead's		2784
124	No	Britannia	No	2782
128	Stop	Bell's Corners	Stop	2778
134		Stittville		2772
144		Ashton		2763
		for a distance, and on its wide stretches may be seen enormous quantities of saw-logsheld in "booms" for the use of the mills below.		
148	2.24 P.M.	Carleton Place (Junction) —Pop. 5,000. Junction of a branch-line running south to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at <i>SMITH'S FALLS</i> . At <i>Carleton Place</i> are large saw-mills, railway and other workshops.	1.30 P.M.	2758
			Change cars for Toronto	

MEMORANDA

East-bound Train	Miles from Vancouver
LEAVE	
Phosphate mines	
P.M. L 2.30 A 2.15	2786
Lumber making	
No Stop	2784 2782 2778 2772 2768
1.30 P.M.	2758
Change cars for Toronto	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE P. M.			LEAVE P. M.	
155	No	Almonte	<p>Proceeding from Carleton Place, the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and beyond, is well cultivated by English, Scotch and German farmers. Large clear streams come rushing down to the Ottawa from the hills at the west, and these, and the Ottawa as well, afford fine fishing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and saw-mills occur at favorable places all along the river. At <i>Almonte</i> (pop. 3,500) are large woollen mills and other manufacturing towns. <i>Pakenham</i> (pop. 2,200) and <i>Arnprior</i> (pop. 3,500) are also important manufacturing points. From <i>Renfrew</i> (pop. 2,900) the Atlantic & N. W. Branch runs to Eganville and it is also the junction of the Kingston & Pembroke Ry., extending southward through a district abounding in iron to KINGSTON (on the St. Lawrence. <i>Pembroke</i>, pop. 4,800) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats are frequently seen. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa, whose valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. <i>Chalk River</i> is a divi-</p>		2751
158	Stop	Snedden		No	2748
163		Pakenham		Stop	2743
171	3.02	Arnprior		12.50	2735
174		Braeside			2732
177	No	Sand Point		No	2729
183	Stop	Castleford		Stop	2723
186		Russell			2720
189	3.34	Renfrew		12.20	2717
198		Haley's			2708
205	No	Oobden			2701
211	Stop	Snake River		No	2695
214		Graham		Stop	2692
219		Government Road			2687
				FOURTH DAY	
	Factories			Kingston and Pembroke Ry.	
224	4.30	Pembroke		11.26	2682
229	No	Stafford		No	2677
234	Stop	Petawawa		Stop	2672
241		Thistle			2665
246	5.10	Chalk River		10.50	2660
251	P. M.	Wylie		A. M.	2655
255		Bass Lake			2651
262		Moorlake			2644
270		Mackey			2636
274	No	Rockcliffe		No	2632
284	Stop	Bissett		Stop	2622
297		Deux Rivieres			2609
307		Klock			2599
	Timber mills			Fish and game	

MEMORANDA

East-bound
Train

Miles
from
Vane'v'

WAVE

P.M.

No

Stop

12.50

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

No

Stop

12.20

Fish

and

game

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTE		East-bound Train	Miles from Vancouver
	LEAVE P.M.		sional point, with an engine-house and the usual railway buildings and appurtenances.	LEAVE A.M.	
818	7.18	Mattawa		8.42	2588
824		Calvin			2582
830		Eau Claire		8.20	2576
837	No Stop	Rutherglen			2569
844		Bonfield		No Stop	2562
848		Nasbonging			2558
858	8.29	Thorncliff			2548
		<p>bering districts and agricultural country about Lake Temiskaming, with which it is connected by rail and steamer. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Temiskaming and no more enjoyable canoeing can be imagined than in exploration of these waters which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and game preserve. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. Callander (now called Bonfield) was originally intended as the eastern terminus of the C.P.R., to which connecting roads would run, but with the change of control from Government to Company the transcontinental line was extended to Montreal. A mile beyond Thorncliff is Nipissing Junction, the junction of the G.T. Ry. from Toronto, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where connection with the C. P. Ry. trains is made (see page 72).</p>			
		Game		Valley of the Mattawa	
		Grand Trunk Ry.			
864	8.55 P.M.	North Bay	Pop. 3,000. The capital town of the Nipissing District, situated on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops etc., and there are very good hotels. From North Bay to Heron Bay, on Lake Superior,	7.25 A.M.	2542
874		Beaucauge			2532
878	No Stop	Meadowside		No Stop	2528
887		Sturgeon Falls			2519
890		Cache Bay			2516

! Refreshment Station.

MEMORANDA

East-bound Train	Miles from Vancouver
---------------------	----------------------------

LEAVE
A. M.

8.42 2588

2582

8.20 2576

2569

No 2562

Stop 2558

2548

Valley
of the
Matta-
wa

7.25 2542

A. M.

2532

No 2528

Stop 2519

2516

TRANSCONTINENTAL RAIL ROUTE

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
397	LEAVE	Verner	thelinetraverses		2509
406		Warren	a comparative-		2500
412		Hagar	ly wild region,	No	2494
419	No	Markstay	where forests,	Stop	2487
427	Stop	Stinsons	meadows, lakes		2479
431		Wahnapiatae	and rocky ridges		2475
436		Romford	alternate. The scenery is striking and in places		2470
		extremely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber cutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village with a saw-mill and several churches. Leaving the station, the railway crosses directly over the falls of the Sturgeon River. From <i>Sudbury</i> , (pop. 1700) a branch-line leads off to Lake Huron, and thence along its shore and the Ste. Marie River to SAULT STE. MARIE, 179 miles, at the outlet of Lake Superior, where an immense iron bridge affords connection with two			
	Sporting opportunities			Timb'r	
	P.M.			A.M.	
443	11.00	Sudbury		5.10	2423
450		Rayside			2456
455	No	Ohelmsford		No	2451
461	Stop	Larchwood		Stop	2445
464		Phelans			2439
478	12.20	Oartler		3.55	2428
480		Straight Lake			2417
498		Pogamasing			2408
515		Metagama			2391
532	2.02	Bliscotasing		2.02	2374
549	A.M.	Ramsay		A.M.	2357
564	No	Woman River		No	2342
581	Stop	Ridout		Stop	2325
590		Nemegosenda			2307
		American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, and thence on through Minnesota and North Dakota to Moose Jaw, in Assiniboia, on the Main Line of the C.P.R. Transcontinental passengers in summer by taking the "Soo" train from Montreal at 10.00 p.m., Mondays, Wednesdays and Fridays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Ft. William without losing time. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a num-			
	Copper nickel and gold				

Refreshment Stations.

MEMORANDA

East-bound Train	Miles from Vancouver
------------------	----------------------

LEAVE

2509
2500
2494
2487
2479
2475
2470

No
Stop

Time

A.M.

5.10

2463
2456
2451
2445
2439
2428
2417
2408
2391

No
Stop

3.55

2374
2357
2342
2325
2307

2.02

A.M.

No

Stop

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	FIRST DAY			Min'g	
	A.M.			P.M.	
615	4.50	Chapleau	ber of smelting furnaces are in operation near Sudbury reducing the ores on the spot. Approaching <i>Onaping</i> a good view of the high falls of the Vermillion River is to be had for a moment; and from here to Biscotasing the scenery is particularly fine. <i>Cartier</i> is a divisional point, with the usual collection of sidings and railway structures. <i>Biscotasing</i> is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. <i>Chapleau</i> (pop. 700) is another divisional point, with railway workshops and is a bright railway town. Farming operations on a small scale have recently been commenced here. It is charmingly situated on Lake Kabequashesing, the waters of which flow into James' Bay. Near <i>Missanabie</i> , where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. 19 miles south of Missanabie is excellent trout fishing, and the country is rich in minerals. Discoveries of free milling gold were made at Lake Wawa, five miles from Lake Superior, recently. Beyond Missanabie for sixty miles are many very heavy rock cuttings. <i>White River</i> , in addition to buildings common to all divisional stations, has yards for resting cattle <i>en route</i> from the Northwest to the eastern market. From <i>White River</i> station the railway follows the river of the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i> , from which for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the	11.35	2291
629		Pardes			2277
644		Windermere			2262
661		Dalton			2245
675	6.34	Missanabie		9.49	2231
685		Lochalsh		No	2221
694	No	Otter		Stop	2212
710	Stop	Grassett			2196
727		Amyot			2179
747	9.05	White River		7.50	2159
763	A.M.	Bremner		P.M.	2143
776		Trudeau			2130
787		Oache Lake			2119
797		Meigund			2109
802		Heron Bay	sanabie for sixty miles are many very heavy rock cuttings. <i>White River</i> , in addition to buildings common to all divisional stations, has yards for resting cattle <i>en route</i> from the Northwest to the eastern market. From <i>White River</i> station the railway follows the river of the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i> , from which for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the		2104
811		Peninsula			2095
821	11.24	Port Coldwell		5.17	2064
830		Middleton			2073
846	12.15	Jack Fish		4.30	2060
				P.M.	
				Leaving Lake Superior	
865	F.M.	Schreiber	ies of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the	3.55	2041
880	1.10	Rosport			2026
896		Gravel River			2010
904	2.32	Gurney		2.32	2002
912		Mazokama			1994
	F.M.			P.M.	

1

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE	<p>traveller, who should be on the look-out before reaching <i>Peninsula</i>. The great sweep around Jackfish Bay is particularly fine. Jackfish is the great coaling station for the railway on the northeast angle of Lake Superior, and near it gold mines are being profitably operated. Beyond <i>Schreiber</i> (a divisional point and refreshment station) a chain of islands separates Nepigon Bay from Lake Superior, and the shore of the bay is followed to and beyond <i>Nepigon</i> station. Between <i>Roseport</i> and <i>Gravel River</i> some of the heaviest work on the entire line of railway occurs. The constantly changing views on Nepigon Bay are charming. All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nepigon River especially, they are noted for their large size—six-pounders being not uncommon. Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high bright-red cliff, and avoiding the heads of Black Bay and Thunder Bay, takes a straight course for <i>Fort William</i>, and from the higher elevations delightful views of Thunder Bay are to be had.</p>		LEAVE	
	Lake Superior			Superb view	
	P.M.			P.M.	
928	3.12			1.53	1978
946	No			No	1960
961	Stop			Stop	1945
970					1938
979					1927
	Trout fishing	<p>Nepigon Wolf River Pearl River Loon Lake Mackenzie</p>		<p>EASTERN TIME (Fort William to Montreal)</p>	
993	5.05				
998	5.25 P.M.				
	Daily.	<p>Port Arthur—Pop. 3,500. On the west shore of Thunder Bay, an important arm of Lake Superior. It has substantial buildings and hotels.</p>		12.05	1913
		<p>Fort William—Pop. 3,500. A short distance from the mouth of the Kaministiquia river, a broad, deep stream with firm banks, affording extraordinary advantages for lake traffic.</p>		11.50 A.M.	1908
		<p>The fine steel lake steamships of the Canadian Pacific line ply between here and Owen Sound (see page 71).</p>		Daily.	
		<p>FORT WILLIAM is the western terminus of the Eastern div. of the C. P. R. and of their Lake Steamship Line.</p>			

FORT WILLIAM and LAGGAN: 1,382 Miles (Western Division)

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
998	16.55	<p>Fort William—From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, Fort William and Port Arthur have become favorite resorts for tourists. A long promontory of basaltic rock on the opposite</p>	10.20	1908
	LEAVE		A. M.	
	Train stops 30 min. at Fort William		ARRIVE	
			Train stops 30 min.	

Additional trains run between the various points at which the "Imperial Limited" trains do not stop. See current time tables for full particulars.

MEMORANDA

East-bound Train	Miles from Vancouver
LEAVE	
Superb view	
P.M.	
1.53	1978
No	1960
Stop	1945
	1936
	1927
EASTERN TIME (Fort William to Montreal)	
12.05	1913
11.50 A.M.	1908
Daily.	

2 Miles

East-bound Train	Miles from Vancouver
10.20 A.M.	1908
ARRIVE	
Train stops 30 min.	

the "Imperial
alarms.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	Daily		side of the bay, called the "Sleeping Giant," whom Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, which has yielded almost fabulous wealth, but the mines becoming flooded have been abandoned. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. There are several hotels here—the Kaministiquia being a handsome structure. Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the Company. The fur house of the old fort is now used as an engine house for the great coal docks and some of the largest grain elevators in the world over-shadow all. There are railway workshops and the usual buildings and sidings incident to a divisional point. Westbound passengers should set their watches back one hour, in conformity with "Central" standard time. The Pt. Arthur, Duluth & Western Ry. running to the Iron Range in Minnesota branches off from here. From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. <i>Murillo</i>	Civic wealth	
	Silver Mines			Daily	
	CENTRAL TIME (Fort William to Brandon)			Thunder Bay	
	The Harbor			A.M.	
	P.M.				
1005		Needing			1901
1011		Murillo			1895
1016		Kakabeka			1890
1022	17.42	Kaministiquia		9.35	1884
1027		Sunshine			1879
1031		Finmark			1875
1038	No	Buda		No	1868
1044	stop	Oskondiga		stop	1862
1053		Dexter			1853
1057		Linkoping			1849
1063		Atbara			1843
1070	19.13	Savanne		7.13	1836
1076		Biota			1830
1082		Upsala			1824
1088	No	Carlstadt			1818
1095	stop	Niblock		No	1811
1103		Shebandowan		stop	1803
1110		English River			1796
1116		Martin			1790
1123		Tamarac			1783
	Higher than Niagara	is the railway station for the Rabbit Mount. silver district, and 4 miles from the station are the Kakabeka falls, where the Kaministiquia leaps from a height rivalling that of Niagara. The falls are best reached from Fort		THIRD DAY	
1128	21.02	Bonheur	William by railway to Stanley Park and a three-mile stage ride. The railway follows up this river to Kaministiquia, and then ascends the Mattawan and Wabigoon rivers; and there is excellent trout fish-	6.32	1778
1141		Falcon			1765
1146	21.45	Ignace		6.02	1760
1150	P.M.	Osaquan		A.M.	1756
1154		Butler			1752
1161		Raleigh			1745
1167	No	Bigsby		No	1739
1174	stop	Tache		stop	1732
1180		Dyment			1726
1184		Brule			1722
1191		Dinorwic			1715

† Daily, except Sunday.

‡ Refreshment Stations.

§ Flag Station.

The 24-hour system is in use on the Western and Pacific Divisions. By this system the A.M. and P.M. are abolished, and the hours from noon to midnight are counted as from 12 to 24 o'clock.

MEMORANDA

East bound Train	Miles from Vancouver
LEAVE	
Civic west	
Daily	
Thun- der Bay	
A.M.	1901 1895 1890
9.35	1884 1879 1875
No stop	1868 1862 1853 1849 1843
8.13	1836 1830 1824 1818
No stop	1811 1803 1796 1790 1783
THIRD DAY	
6.32	1778 1765
6.02	1760 1756
A. M.	1752 1745
No stop	1739 1732 1726 1722 1715

Flag Station.
the A.M. and P.M.

TRANSCONTINENTAL RAIL ROUTE

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
1196	LEAVE 23.10	Wabigoon	ing near all the	4.25	1710
1204		Barclay	stations as far as		1702
1209	23.45	Dryden	<i>Finmark</i> . Wolsley	4.02	1697
1216	P.M.	Oxdrift	ied an army from		1690
1221		Minnetakie	Fort William to		1685
1226		Eagle River	Fort Garry (now		1680
1236		Vermillion Bay	Winnipeg) in 1870,		1670
1244	No	Gilbert	using the more	No	1662
1250	Stop	Parrywood	or less connected	Stop	1656
1256		Jack Pine	rivers and lakes		1650
1261		Summit	much of the way. At		1645
1267		Hawk Lake	<i>Eagle River</i> , two		1639
1274		MacMillan	beautiful falls are		1632
1277	2.00	Scovill	seen, one above and	2.00	1629
1283	A.M.	Margach	the other below the		1623
1296		Garwood	railway. From here,		1620
1291	2.35	Rat Portage	to and beyond Rat	1.37	1615
1298		Norman	Portage, the country		1613
		is excessively broken and the railway passes through numerous rocky up-lifts. The scenery is of the wildest description and deeprock-bound lakes are always in sight. The Sawbill mining country is reached from Bonheur station by Government waggon road. Wabigoon is the point of departure for the new Manitou mining region, and the Lower Seine and Rainy Lake country can be reached by this route. Steamers operate on these waters during navigation, and in winter there is a good sleigh road. A den the Ontario Government established an experimental farm. There being large areas of good land especially suited for mixed farming and dairying, settlement is progress-			
	The Lake of the Woods			The Wabigoon District.	
1295	A.M. 2.43	Keewatin	ing rapidly, the chief	A.M. 1.21	1611
1301		Ostersund	advantages of the		1605
1305		War Eagle	district, besides the		1601
1310		Deception	facility with which		1596
1314		Kalmar	the land is cleared,	No	1592
1322	No	Ingolf	being the proximity		1584
1327	Stop	Gross Lake	of good markets, the	Stop	1579
1335		Telford	illimitable supply of		1571
1343		Rennie	timber and water,		1563
1349		Culver	abundance of fish		1557
1356		Darwin	and game, winter	P.M. 23.29	1550
1363	4.43	Whitemouth	employment for		1543
1369		Shelly	settlers in the lumber		1537
1374	No	Julius	camp, and health-	No	1532
1379		Molson	fulness of the cli-		1527
1388	Stop	Beausejour	mate. <i>Rat Portage</i>	Stop	1518
1395		Tyndall	(pop. 4,500) at the		1511
1403	5.51	Selkirk	principal outlet of	22.25	1503
1409		Gonor	the Lake of the		1497
1416		Bird's Hill	Woods, is an import-		1490
	A.M.	ant mining centre with several large saw-mills, the product of which is shipped westward to the prairies, and the key to the great gold fields now being developed in its immediate vicinity and in the Rainy Lake and Seine River districts to the south, which are easily reached by steamer, the route lying through one of the most picturesque regions on the continent. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior		P.M.	
	Daily			Daily	

† Daily, except Sunday.

/ Flag Station.

MEMORANDA

East-bound Train	Miles from Vaux's
LEAVE	
4.25	1710
	1702
4.02	1697
	1690
	1685
	1680
	1670
No	1662
Stop	1656
	1650
	1645
	1639
	1632
2.00	1629
	1623
	1620
1.37	1615
	1613
The Wash- ington Dis- trict.	
A.M.	
1.21	1611
	1605
	1601
	1596
No	1592
	1584
Stop	1579
	1571
	1563
	1557
P.M.	1550
23.29	1543
	1537
	1532
No	1527
Stop	1518
	1511
22.25	1503
	1497
	1490
P.M.	
Daily	

Miles from Montreal	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
	DAILY.	and the Pacific. Its fisheries are very valuable, the annual shipments being large. The lake is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break thro' a narrow rocky rim at Rat Portage and Keewatin, and fall in to the Winnipeg River. Near Keewatin are the newly completed works of the Keewatin Power Co., creating one of the greatest water-powers in the world, making of the Lake of the Woods a gigantic mill-pond with an area of 3,000 square miles, and affording most convenient sites for pulp-mills, saw-mills, flouring mills and other establishments for supplying the needs of the Great North-West and for manufacturing its products on their way to eastern markets. <i>Norman</i> is an adjacent village, and at <i>Keewatin</i> (pop. 1,400) near by is a mammoth flouring mill, owned and operated by the Lake of the Woods Milling Co., built of granite quarried on the spot. Numerous pretty lakes are passed, and Manitoba is entered just after leaving Ingolf. At <i>White-mouth</i> , where settlement is reaching large proportions, sawmills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At <i>East Selkirk</i> the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and <i>Winnipeg</i> is reached.	DAILY.	
1424	Ar 6.30 Lv 7.15	Winnipeg —Alt. 700 ft. Pop. 45,000. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north, east and west. The city is handsomely built, superior brick and stone being available; and has electric street railways, electric lights, parks, hospital, great flouring mills and grain elevators, a huge abattoir, and many notable public buildings, including Provincial and Dominion offices. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The Company has also a fine passenger station and refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are in the station, and near by are the chief immigration office of the Dominion Government in the West, and immigrant sheds. The Railway Com-	L. 21.50 A. 21.20	1482
	Daily		Daily	
	SECOND DAY			
	C.P.R. Land Offices		Visit C.P.R. Land Offices	

|| Refreshment Stations.

Additional trains run between the various points at which the "Imperial Limited" trains do not stop. See current time tables for full particulars.

MEMORANDA

East-bound Train	Miles from VANCY
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DAILY.

L. 21.00
A. 21.20

1482

Daily

Visit
C.P.R.
Land
Office

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
		<p>pany own the odd numbered sections in the belt of land extending twenty-four miles on each side of track between Winnipeg and the Rocky Mountains. Settlers can here leave the transcontinental train and go on when suitable. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road are supplied to those who desire them free of cost. Agents, at all points along the line, can give full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of the Red River to Emerson and Gretna, on the U.S. boundary, connecting at the latter point with the train service of the Great Northern Railway. Two branch lines of the C.P.R. go S. W. to ANTLER in Eastern Assiniboia, and NAPINKA in Southern Manitoba, 167 and 221 miles distant respectively, connecting at Souris and Napinka with the branch line from Brandon through to Estevan or junction with the new Soo-Pacific line, and two other branches run N. and N. W., one to the old town of SELKIRK and the other to STONY MOUNTAIN</p>			
	Railway connections				
	LEAVE WINNIPEG A.M. 7.15			ARRIVE AT WINNIPEG P.M. 21.20	
1431		Bergen	STONEWALL and		1475
1439		Rosser	TRULON , 30 miles		1467
1446		Meadows	north of the city.		1460
1453	No	Marquette	Though the		1453
1459	Stop	Reaburn	country here is	20.22	1447
1464		Poplar Point	apparently as		1442
1473		High Bluff	level as a billiard		1433
		<p>table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie. There is a belt of fertile land west of Winnipeg, but from Rosser as far as Poplar Point, the settlement is slight, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles. Marquette is exactly half-way between Montreal and Vancouver. Long Lake, a favorite resort for sportsmen, is passed after leaving Reaburn</p>			
1480	8.50 P.M.	Portage la Prairie —Alt. 800 ft. Pop. 4,500. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, biscuit factory and several other industries. The Manitoba & Northwestern Ry. extends from here 223 miles northwest, towards Prince Albert, the Canadian Northern Ry.		19.43 P.M.	1426
	M. & N. W. Ry.			M. & N. W. Ry.	

MEMORANDA

East-bound Train	Miles from Vancouver
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LEAVE

ARRIVE
AT WIN-
NIPEG
P.M.
21.20

20.22

1475
1467
1460
1453
1447
1442
1433

19.49 1428
P.M.

M. & N.
W. Ry.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	Dau-phin Ry.	branching off at Gladstone through the newly-opened Lake Dauphin district to Lake Winnipegosis, where there are extensive salt wells, which are yet awaiting development, another branch leading off from Sifton through the Swan River Valley.		Dau-phin Ry.	
1487	A. M.	Burnside	Between Portage la Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from <i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 1500), an important grain market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. From <i>Chater</i> , the Great Northwest Central Railway, running northwestward towards the Saskatchewan country, is operated to <i>Hamiota</i> , a distance of 51 miles. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge and <i>Brandon</i> is soon reached.		1419
1495		Bagot			1411
1501	9.28	McGregor			1405
1509		Austin			1397
1517		Sidney			1389
1522	No	Melbourne			1384
1530	Stop	Carberry		1376	
1538		Sewell		1368	
1546		Douglas		1360	
1551		Chater		1355	
	The Assiniboine			CEN-TRAL TIME (Brandon to Fort William)	
1557	Ar 11.05 Lv 10.12	Brandon —Alt. 1,150 ft. Pop. 5,800. A divisional point; and one of the largest grain markets in Manitoba; and the distributing market for an extensive and well settled country. It has eight grain elevators, flouring mill, large planing mills and a number of manufacturing. The town is beautifully situated on high ground, and although only fourteen years old, has well-made streets and many substantial buildings. A Dominion Experimental Farm and a Provincial Asylum are established near the city. The Pipestone Branch line runs from here to Reston, about 63 miles south. At Menteith Jct. it connects with the Souris Branch which runs 133 miles south-west to Estevan, located on the Soo-Pacific line, connecting the Canadian North-West with the Middle and North-Western States of the Union. The standard time changes	here to "Mountain"—one hour slower. Beyond Brandon the railway draws away from the Assini-	Lv 17.45 Ar 13.38	1349
	MOUNTAIN TIME (Brandon to Lag-gan)			A great wheat market	
1565	No	Kernay			1341
1573		Alexander			1333
1581	stop	Griswold			1325
1589		Oak Lake			1317
1597	11.20	Routledge			1309
1604	19.43	Virden			1302

MEMORANDA

East-bound Train	Miles from Vancouver
Dauphin Ry.	
No stop	1419 1411 1405 1397 1389 1384 1376 1368 1360 1355
CENTRAL TIME (Brandon to Fort William)	
Lv 17.45 Ar 16.38	1349
A great wheat market	
No stop	1341 1333 1325 1317 1309 1302

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
1612		Hargrave	boine River and rises from its valley to a 'rolling or undulating prairie, well occupied by prosperous farmers, as the thriving villages at frequent intervals bear evidence. <i>Vir-</i>	15.03	1294
1621		Elkhorn	<i>den</i> is the market town of a particularly attractive district; but beyond it, for 40 miles, the lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i> , the District of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that District, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> the country northward is accessible by a bridge over the Qu'Appelle River. <i>Perceval</i> stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant.	No	1285
1635	No	Fleming		Stop	1271
1643	Stop	Moosomin			1263
1650		Red Jacket			1256
1659		Wapella			1247
1667	13.33	Burrows		13.33	1239
1673		Whitewood			1233
1680		Perceval			1226
				Approaching Manitoba	
1688	14.24	Broadview —Alt. 1,950 ft. Pop. 1000. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.		12.55	1218
1696		Oakshela	Westward the line follows a gradually rising prairie. <i>Grenfell</i> , <i>Wolseley</i> and <i>Sintaluta</i> have already become important local markets. A little beyond <i>Sintaluta</i> , <i>Indian Head</i> is approached. The Government farm is situated on the north side of the railway, and in this locality are numerous large farms on which great yields of wheat are obtained. The town of Indian Head is making rapid growth consequent upon the successful farming of the district around it.	No	1210
1704	No	Grenfell		Stop	1202
1711	Stop	Summerberry			1195
1719		Wolseley			1187
1728		Sintaluta			1178
1738		Indian Head			1168
				Large Wheat Farms	
1743		Qu'Appelle —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle and beyond. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission and school.			1158
				Qu'Appelle Valley	

MEMORANDA

East-bound Train	Miles from Vance VT
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LEAVE

15.03

1294

1285

1271

1263

No

Stop

1256

1247

13.33

1239

1233

1226

Approaching Manitoba

12.55

1218

1210

1202

No

Stop

1195

1187

1178

1168

Large Wheat Farms

1158

Qu'Appelle Valley

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
1758	No Stop	McLean	<p>For eight miles beyond Qu'Appelle station the country is somewhat wooded.</p> <p>At <i>McLean</i> (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Within a mile of <i>Balgonie</i> station is the first or more easterly farm of the Canadian Land and Rancho Company, a farm chiefly devoted to grain growing, there being 4,000 acres in crop. Passing <i>Pilot Butte</i>, a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.</p>	No Stop	1150
1765		Balgonie			1141
1772		Pilot Butte			1134
	The Regina plain			The Regina plain	
1781	17.05	Regina —Alt. 1,875 ft. Pop. 2,200. The capital of the North-West Territories and the distributing point for the country far north and south. A railway extends northward from here, crossing the south branch of the Saskatchewan at Saskatoon, and continues up to Prince Albert on the North Saskatchewan a short distance above the junction of the two branches. This line opens up a very fertile territory, known as the park country, in which large numbers of settlers have already become prosperous. The Executive Council of the Northwest Territories, embracing the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is at Regina, extends over all these districts. Beyond the station the territorial governmental offices, exhibition buildings and lieutenant-governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 840 men, who are stationed at intervals over the Northwest, to look after the Indians and preserve order generally.		10.05	1125
	Capital of N. W. Terr's			Capital of N. W. Terr's	
	M't'd Police				
1791	No Stop	Grand Coulee	<p>ed at intervals over the Northwest, to look after the Indians and preserve order generally.</p> <p>From Pasqua a branch line extends</p>	No Stop	1115
1798		Pense			1108
1806		Belle Plaine			1100
1814		Pasqua			1092

MEMORANDA

East-bound Train	Miles from Vancouver
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LEAVE

No
Stop

1150
1141
1134

The
Regina
plain

10.05

1125

Capital
of
N. W.
Terr's

No
Stop

1115
1108
1100
1092

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		south-east through Estevan to the international boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Middle States travel to the Pacific Coast. Trains run through between St. Paul and Minneapolis and Moose Jaw, where connection is made with the Pacific and Atlantic express trains.		
1822	P. M. Ar 18.30 Lv 18.47	Moose Jaw —Alt. 1,725 ft. Pop. 1,200. A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone," and specimens of the Great Cree Nation, painted and blanketed, may be seen lounging about this and other stations further east.	A. M. Lv 8.40 Ar 8.25	1084
			SEC'ND DAY	
1830		Boharm		1076
1839	f 19.16	Oaron	f 7.57	1067
1846		Mortlach		1060
1857	f 19.48	Parkbeg	f 7.26	1049
1867		Secretan		1039
1876	f 20.28	Chaplin	f 6.52	1030
1885		Ernfold		1021
1896		Morse		1010
1905		Herbert		1001
1913	f 21.38	Rush Lake	f 5.45	993
1921	f 21.52	Waldeck	f 5.33	985
1929		Aikins		977
		of these lakes is reached at <i>Chaplin</i> . The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows," and bones of the vanished bison can be seen piled up at the different stations awaiting shipment. Antelope may now be sometimes seen, and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is <i>Rush lake</i> , a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At <i>Rush Lake</i> on the north side of the line is the second of the Canadian Land and Ranche Company's farms, and on the south side that Company has 700 acres under irrigation. There are a number of these in various districts aggregating about 110,000 acres. Each of them contains an area of about 10,000 acres. The Company have imported a	Wild fowl	
	The Buffalo plains			
	Game & wild fowl			
	Canadian Agr'c'l Co's Farms		Canadian Agr'c'l Co's Farms	

|| Refreshment Stations.

Flag Station.

MEMORANDA

East-bound Train	Miles from Vancouver
LEAVE	
A.M. Lv 8.40 Ar 8.25	1084
SEC'ND DAY	
f 7.57	1076 1087 1000
f 7.28	1049 1039
f 6.52	1030 1021 1010 1001
f 5.45	993
f 5.33	985 977
Wild fowl	
Can- adian Agr'cl Co's Farms	
Flag Station.	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
1935	22.24	number of thoroughbred stock for their different ranches. Swift Current —Alt. 2,400 ft. A railway divisional point, on a pretty stream of the same name. At <i>Swift Current</i> is the principal sheep farm of the Canadian Land and Ranch Company, from which during each year a large crop of wool is shipped. From this farm and outlying stations within 25 miles, the Company annually round-up 18,000 sheep. The well appointed farm buildings can be seen on the hills immediately south of the station. Close to them the Government have erected a Meteorological Observing Station.		5.10	971
1944	No	Leven	From here to		962
1949	Stop	Seward	Medicine Hat, on	No	957
1956		Webb	the South Sas-	Stop	950
1963		Antelope	katchewan		943
1970	23.28	Gull Lake	River, the line	3.55	936
1979	No	Oarmichael	skirts the north-	No	927
1986	Stop	Tompkins	ern base of the	Stop	920
1989		Sidewood	Cypress Hills,		917
2000	24.20	Crane Lake	which gradually	3.01	906
2010		Colley	rise towards the		896
2021	24.58	Maple Creek	west, until they	2.22	885
2030		Kincorth	reach an altitude		876
	Mid-night	many places are covered with valuable timber. At Gull Lake is another farm of the Canadian Land & Ranches Co., which is entirely devoted to sheep, 6,000 being usually wintered there. An irrigated meadow on the north side of the lake is worth seeing. Crane Lake, where there is another farm, is the Company's headquarters. This farm, 1,200 acres of which are irrigated, is entirely devoted to stock raising, 7,000 cattle and 500 horses being usually on the range. The satisfactory results obtained from working farms at various points on the line proved the value of these lands for farming, and resulted in attracting the attention of settlers and capitalists to this section of the country. It is, however, specially valuable as a stock-raising district. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the Railway. Rich in the grasses that possess peculiar attractions for horses and cattle, the valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising.		A. M.	
		Stock Raising		Stock Raisers Profits	
2040	A. M.	Forbes	Lakes and ponds,	A. M.	866
2045	1.40	Cummings	some fresh, some	1.40	861
2052	1.53	Walsh	alkaline, occur	1.25	854

|| Refreshment Stations.

/ Flag Station.

MEMORANDA

East-bound Train	Miles from Vanc'y
LEAVE	
5.10	971
No Stop	982
3.55	957
No Stop	950
3.01	943
2.22	936
A. M.	927
	920
	917
	906
	896
	885
	878
Stock Rais'rs Profits	
A. M.	
1.40	866
1.25	861
Station.	854

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
2062 2077 2079	LEAVE f 2.10 A.M.	Irvine Dunmore Dunmore Jct.	at intervals to <i>Maple Creek</i> . At this station are extensive yards for the shipment of cattle, many of which are driven here from Montana. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a police station, and not far away is a Cree Indian village. From <i>Forres</i> to <i>Dun-</i> <i>more</i> , rocks of the Cretaceous age occur, in which the remains of gigan- tic saurians and other extinct animals are abundant. At <i>Dunmore</i> , the Canadian Land and Ranch Company have what may be taken as a typical mixed farm, for not only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. From <i>Dunmore</i> , the Crow's Nest Railway leads off west- erly past LETHBRIDGE , one of the chief sources of the coal supply for the country east to Winnipeg and through the Crow's Nest Pass of the Rocky Mountains, to Kootenay Lake and to the mines of West Kootenay, in whose greater development it is proving a powerful factor by supplying cheap fuel for its smelters from the Fernie mines. It is also opening up the new mining region of East Kootenay whose richness has been established, and crea- ting a new market for the products of the prairies of Western Canada. <i>Lethbridge</i> is an important town near the centre of the Macleod ranching district, and a narrow-gauge railway runs from it south to the international boundary line and thence on to Great Falls, Mont. From <i>Dunmore Jct.</i> , the Canadian Pacific Railway drops into the valley of the South Saskatche- wan, which is crossed by a fine steel bridge at <i>Medicine Hat</i> .	LEAVE f 1.07 A.M.	844 829 827
	Crow's Nest Pass Ry.				
	Coal Mines			Coal Mines	
2084	3.00	Medicine Hat —Alt. 2,150 ft. (indicat- ing the local depression of the river- valley). Pop. 1200. A railway divisional point, with repair shops, etc., at which a stop of 30 minutes is made. The town is in the centre of a magnificent ranching district, and has churches, hospital and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in the vicinity, and the river is navigable for steam- boats for some distance above and for 800 miles below to Lake Winnipeg.		24.27 MID- N'GHT	822
	Coal				
2092 2099 2111 2119	No Stop	Stair Bowell Suffield Langevin	Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising,	No Stop	814 807 795 787

East-bound Train	Miles from Vanc'v'r
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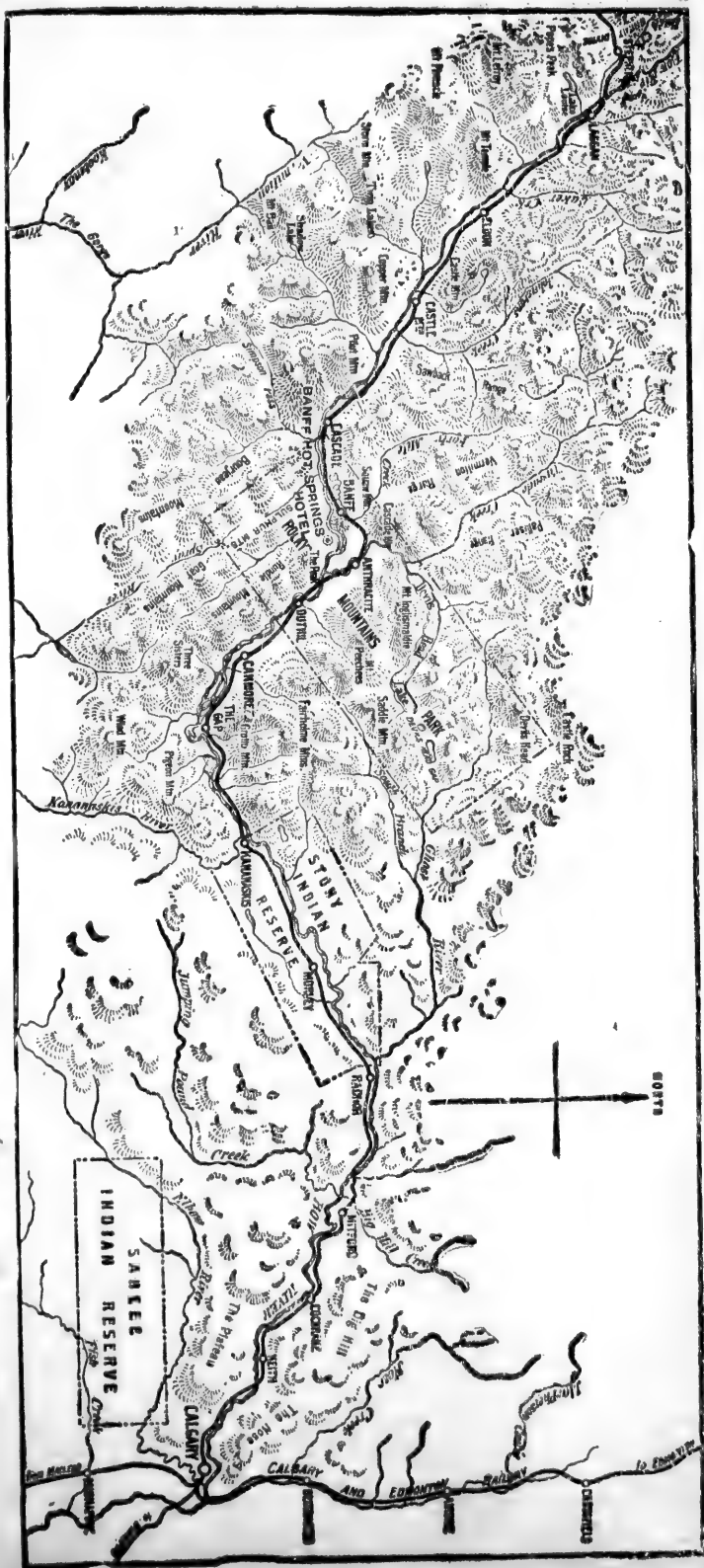
LEAVE f 1.07	844 829 827
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A.M.

Coal
Mines

24.27 MID- N'GHT	822
------------------------	-----

No Stop	814 807 795 787
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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
2128		Kininvie	to the base of the mountains. At <i>Stair</i> the Railway crosses the first of the Canadian Land and Rancho Company's farms west of the Saskatchewan, where one of the largest herds of Gallo-way cattle in the world is to be seen. There is a strong up-grade to <i>Bowell</i> , then a rapid descent to <i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at <i>Langevin</i> , in pumping water for the supply of the railway, and both there and at <i>Tilley</i> it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. This station is on the border land between the districts of Assiniboia and Alberta. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At <i>Namaka</i> is located one of the most productive farms owned by the Canadian Land and Rancho Company. The Company has 1600 acres under crop here and reap excellent harvests. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, where there is another 10,000 acre farm of the Canadian Land and Rancho Company, devoted principally to cattle and horse raising, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foot-hills are reached.		778
2137		Tilley		789	
2148		Bantry		758	
2157	No	Cassils		No	749
2165	Stop	Southesk		Stop	741
2174		Lathom			732
2182		Bassano			724
2190	6.00	Crowfoot		21.12	716
2201		Cluny			705
2209	A.M. 6.30	Gleichen		P.M. 20.43	697
2218		Namaka			688
2225	No	Strathmore		No	681
2233	Stop	Oheadle		Stop	673
2244	7.30	Langdon		7.50	662
2254		Shepard			652
	A.M.			Nat'l Gas	
				Last glimpses of the Rockies	
	First sight of the Rockies				
	THIRD DAY				
2264	8.35	Calgary —Alt. 3,388 ft. Pop. 4,500. The most important, as well as the handsomest, place between Brandon and Vancouver, has recently been creat-		10.20	642

MEMORANDA

East-bound Train	Miles from Vancouver
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LEAVE	778
	769
	758
No	749
Stop	741
	732
	724
11.12	716
	705

P.M.	697
10.43	688
No	681
Stop	673
	662
19.50	652

Natural Gas

Last limps of the Rock- ies

0.20	642
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Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	Calgary's advantages	<p>ed a city. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the northern part of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From Calgary, a branch line runs north to Edmonton on the Saskatchewan, and another branch south to Macleod thus throwing open a new and vast country which is annually attracting settlers in large numbers. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.</p>		Importance of Calgary	
	A.M.				
2273		Keith —Alt. 3,525 ft.	By the time Cochrane is reached, the traveller is well within the rounded grassy foot-hills and river "benches," or terraces. Extensive ranches		
2287	9.25	Cochrane —Alt. 3,700 feet		18.08	683 619
2297		Radnor —Alt. 3,800 feet			609
2306	10.05	Morley —Alt. 4,000 ft.		17.31	600
	The ranch's of the foot-hills	<p>are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal-mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them.</p>			
2318		Kananaskis —Alt. 4,100 ft.	Approaching Kananaskis the mountains suddenly appear close at hand		588
2326		The Gap —Alt. 4,200 ft.			580
	Kananaskis Falls	<p>and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond Kananaskis station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Moun-</p>		Kananaskis Falls	
	Entrance to the Rockies				

MEMORANDA

East-bound Train	Miles from Vancouver
LEAVE	
Importance of Calgary	
18.08	633 619 609 600
17.31	
	588 580
Kan-an-askis Falls	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	The Three Sisters	<p>tains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mountain, and in approaching the station called <i>The Gap</i>, a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.</p>	Exit from the mountains thro' Bow River Gap	
	Geology of the mountains		Peculiarities of mountain scenery	
	Grandeur and beauty			
2331	A. M. 11.02 Observation Car	<p>Canmore—Alt. 4,230 feet. Pop. 200. Railway divisional point, near which are large coal mines, in which with those at Anthracite \$1,000,000 have been invested. Here an observation car, specially designed to allow an unbroken view of the wonderful mountain scenery, is attached to the train from May 1st to Oct. 15th. From the</p>	P. M. 16.39	575

MEMORANDA

East-bound Train	Miles from Vancouver
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LEAVE

Exit from the mountain thro' Bow River Gap

Peak of Pan-ama m'tn

M. 39

576

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'y
	LEAVE			LEAVE	
	Canmore	station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments, called "hoodoos," which appear again further on in different stages of formation. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.		The Three Sisters	
2341	11.25	Anthracite —Alt. 4,350 ft.	The pass narrows suddenly, and as the mountains	Cascade Mt.	565
		are penetrated the scenery becomes grander and more awe-inspiring. The over-hanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance boldly to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at Anthracite station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods, the output largely supplying the country from the coast as far east as Winnipeg.		Be'uty of scen'ry along the Bow	
		Be'uty of the pass		Anthracite coal	
2346	A.M. 11.40	Banff —Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 28 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made. The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's Lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding		P. M. 16.10	560
		Rocky M'tain Park		Rocky M'tain Park	
				Devil's Lake	

MEMORANDA

East-bound Train	Miles from Vancouver
LEAVE	
The Three Sisters	
Cascade Mt.	
6.18	535
Leaving of Penry along the Bow	
An- thracite coal	
8.10	560
Rocky Mountain Park	
Will's Lake	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	<p>LEAVE</p> <p>Cascade M'tain</p> <p>Names of mountains seen at Banff station</p> <p>Banff Hotel</p> <p>C.P.R. hotel</p> <p>Banff Hot Springs</p>	<p>10,000 ft. To the left of Cascade Mt., and just north of the track rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction. Just before reaching the station, the train passes along a large corral of 500 acres in which are a number of buffalo, the last specimens of the monarchs of the plains. The village of Banff is a short distance southwest of the station, on the hither side of the Bow, and the C.P.R. Hot Springs hotel about a mile further on. A stone bridge takes the carriage-road across to the magnificent hotel, built by the railway company, near the fine falls in the Bow and ten mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury including baths supplied from the hot sulphur springs, is kept open from 15th May to 1st October, and thither people from all lands flock in numbers. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. There are also a sanitarium and hospital in the village, and a museum of more than local interest has been established by the Government. Trout of extraordinary size occur in Devil's lake, and deep trolling for these affords fine sport. Wild sheep (the big-horn) and mountain goats are occasionally to be seen on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 900 ft. above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful. At</p>	<p>LEAVE</p> <p>Names of mountains visible from the station</p> <p>Banff village</p> <p>C.P.R. hotel</p> <p>Banff Hot Springs</p>	

MEMORANDA

East-bound Train	Miles from Vancouver
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LEAVE

Names
of
mountains
visible
from
the
station

Buff
Billage

P. R.
Hotel

Buff
Hotel
Billage

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	Banff, as well as at Lake Louise and the Great Glacier, experienced Swiss guides will be stationed during the summer of 1890, who will arrange short daily excursions and accompany parties to points of interest in the respective localities.	LEAVE	
2352		Cascade —Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, stretching for miles, with turrets, bastions and battlements complete.		554
	Pilot and Castle Mts.		Entering Rocky Mt. Park	
2368	No	Castle Mountain —Alt. 4,570 ft.	No	543
2370	Stop	Eldon —Alt. 4,720 ft.	Stop	536
	Saw-back & Bow ranges	Castle Mountain station is at the base of the great peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at <i>Laggan</i> . On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This	Saw-back range	
	Vermillion pass		(MOUNTAIN TIME) Laggan to Brandon	
	Mount Lefroy		Pilot and Copper Mts.	
			Mt. Lefroy	

MEMORANDA

East-bound Train	Miles from Vancouver
LEAVE	
	554
Enter- ing Rocky Mt. Park	
No Stop	543 596
Saw-back range	
(MOUNTAIN TIME) Laggen to Brandon	
Pilot and Copper Mts.	
Mt. Stroy	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	ARRIVE	great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	LEAVE	
2380	DAILY 12.55	Laggan —Terminus of Western Division.	15.00	526

LAGGAN AND VANCOUVER: 526 Miles Pacific Division

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
2380	LEAVE DAILY 12.30	Laggan —Alt. 4,930 ft. Here the time goes back one hour to conform with the Pacific Standard.—Beyond Laggan the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. Laggan is the station for the Lakes in the Clouds. Ponies and vehicles are here in waiting for tourists intending to visit these picturesque and interesting lakes, which, perched on the mountains' sides amidst the most romantic environments, are rare gems whose loveliness and charm surpass all description. Lake Louise, which is the first, is two and one-half miles from the station by a pleasant carriage drive across the face of the mountain. On the margin of this beautiful lake there is a comfortable Chalet hotel, where parties take luncheon, or, if any desire to stay over, accommodation is provided. There is a bridle path to Mirror Lake higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. Trails also lead to Paradise Valley and other sequestered spots. No more delightful place is imaginable than these lovely stretches of water in cloudland, and a very pleasant day may be had by leaving Banff in the morning, seeing the lakes, and returning the same evening.	ARRIVE DAILY 13.50	526
	PACIFIC TIME (Laggan to the Coast)		Descent of the Atlantic Slope	
	The first glacier			
	Lakes in the Clouds		Lakes in the Clouds	
2387		Stephen —Alt. 5,293 feet.		510
2380	13.15	Hector —Alt. 5,190 ft. The station at the summit of the Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of the first President of the Canadian Pacific Railway Co. Here is	13.15	517

Additional trains run between the various points at which the "Imperial Limited" trains do not stop. See current time tables for full particulars.

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vancouver
Summit of the Rockies		<p>the "Great Divide," and a sparkling stream separates into two, the waters of one flowing to the Pacific, and of the other to Hudson's Bay. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i>, and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the right, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Here, too, can be seen a silver-lead mine on the mountain side, 2,500 feet above its base. Passing through a short tunnel, and hugging the base of the mountain closely the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.</p>	Summit of the Rockies	
	Mt. Stephen and its glaciers		In front of Mt. Stephen	
2897	Arrive 14.00 Lunch at the Mt. Stephen House Leave 14.25 A.M.	Field —Alt. 4,050 ft. At <i>Field</i> is a charming chalet hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists, and has been recently enlarged to meet the wants of increased travel. There is excellent fly fishing for trout in a pretty lake six miles away, and a fossil bed and crystal cave are near the village. Looking down the valley from the Hotel, the Ottertail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right. Emerald Lake, seven miles away, and reached by an excellent trail, which crosses a natural bridge, is one of the most pleasing places for tourists to spend a day.	NOON 12.30 Leave Lunch at the Mt. Stephen House 12.05 Arrive	509
2104		Ottertail —Alt. 3,700 ft. Two miles beyond Field, very		502

|| Refreshment Stations.

MEMORANDA

East bound Train	Miles from Vancouver
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Sum-
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of the
Rock-
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In
front of
Mt.
Ste-
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NOON
12.30
Leave
Lunch
at the
Mt.
Ste-
phen
House
12.05
Arrive

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
2410		Leancoil—Alt. 3,570 ft. lofty, glacier bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kicking Horse), and after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leancoil</i> , where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the south-east as far as the eye can reach. These are the Beaverfoot Mts. At the right Mt. Hunter pushes its huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway.	Van Horne Range	490
	West'n slope of the Kicking Horse Pass		Beaverfoot and Otter-Mts.	
2418	15.18	Palliser—Alt. 3,250 ft. The canyon rapidly deepens until, beyond <i>Palliser</i> , the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	10.50	488
	Lower canyon of the Wapta		Lower canyon of the Wapta	
2124		Glenogle		482
2431	15.55	Golden—Alt. 2550 ft.	10.06	475
2437		Moberly—Alt. 2540 ft. The train suddenly emerges into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the south-west to the northeast, gradually melting into the remote distance. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just	At the foot of the Rockies	469
	The Columbia and the Selkirks		Agri. zone, sport and mines in the Kootenay Valley	
	Golden			

MEMORANDA

East-bound Train	Miles from Vancou
	490
Van Horne Range	
Beaverfoot and Otter Mts.	
10.50	488
Lower canyon of the Wapta	
10.00	482
	475
	409
At the foot of the Rockies	
Agri-	
me.	
port	
and	
mines	
in the	
Kootenay	
Valley	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTE	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	Navigation of the Upper Columbia	now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. During the summer months, a steamer makes weekly trips from here (Tuesdays) up the Columbia to the lakes at the head of the river, 100 miles distant. About <i>Golden</i> , and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i> , the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., engaged in the preliminary surveys of the railway route, passed the winter of 1871-2.		
2448	16.30	Donald —Alt. 2,530 ft.	9.34	458
2450	17.02	Beaver Mouth —Alt. 2,500 ft.	9.05	447
	Moberly	The Selkirks, and an important supply point for the mining country about it and at the great bend of the Columbia below. Leaving <i>Donald</i> the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beaver Mouth</i> , the most northerly station on the transcontinental route, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.	Second crossing of the Columbia	
2465		Six-Mile Creek —Alt. 2,906 ft.		441
2470	No	Cedar	No	430
2474	Stop	Bear Creek —Alt. 3,740 ft.	Stop	432
	Beaver Valley	into the mountain side, it rises at the rate of 116 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is		

MEMORANDA

East-bound Train	Miles from Vanc'vr
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LEAVE

9.34	458
9.05	447

Second
morning
of the
Col-
umbia

No	441
Stop	436
	432

Miles from Montreal	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
	LEAVE	a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world. As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile.—Many of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the	LEAVE	
	Big trees		Beav'r mouth	
	Superb view of the Selkirks		Descent of the Beav'r Valley	
	The Surprise.		Superb views westward	
	Hermit Mount		Beaver Valley	
	Stony Creek bridge		Stony Creek bridge	
	The snow-sheds		The snow-sheds	

MEMORANDA

East-bound Train	Miles from Vancouver
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LEAVE

Beav'r
mouth

Des-
cent
of the
Beav'r
Valley

Superb
views
west-
ward

Beaver
Valley

Stony
Creek
ridge

The
snow-
sheds

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	Bear Creek	<p>mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The cowed figure of a man, with his dog, on the edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the mountain. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but ages ago some terrific convulsion of nature has split them asunder, leaving barely room for the railway.</p>	Descent thro' Bear Creek gorge	
	Mount Macdonald			
	The Hermit		Exit from Rogers' Pass	
2479	18.28	<p>Rogers' Pass—Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.</p>	8.10	427
	Peaks and glaciers in Rogers' Pass		Mts. Macdonald and Hermit	
	A National Reserve			
2481		<p>Selkirk Summit—Alt. 4,800 ft. Summit of the pass. The mountain at the right surmounted by a pyramidal</p>		425

MEMORANDA

East- bound train	Miles from Vancouver
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WAVE

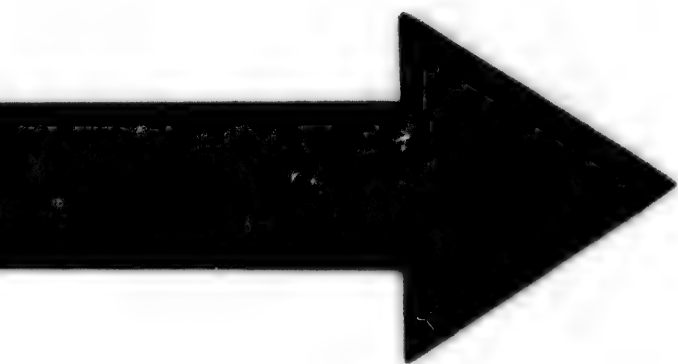
Des-
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Exit
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Logans
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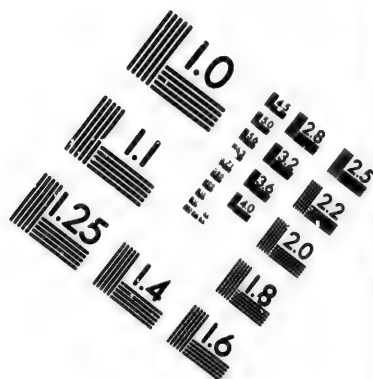
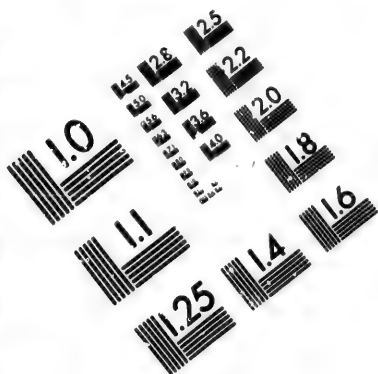
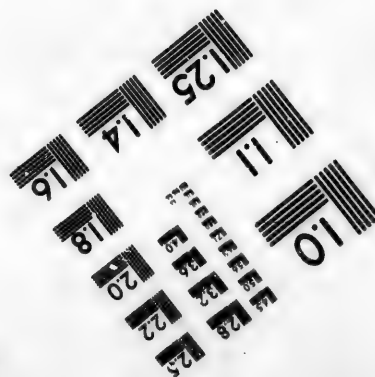
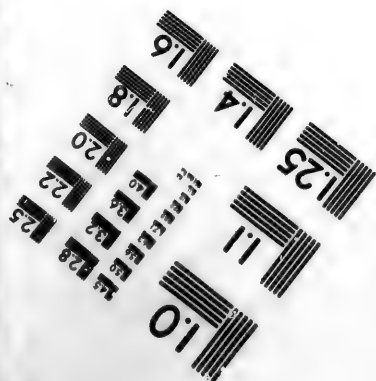
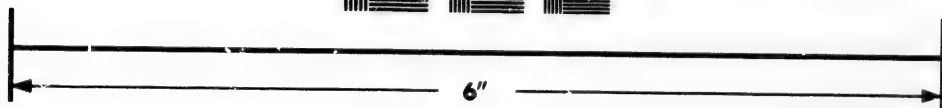
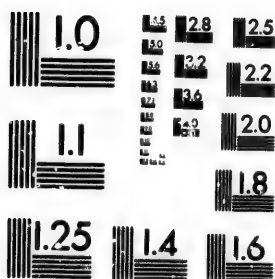


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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	Source of the Illicilliwaet	peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said as all those of Switzerland combined, the ice field, of which the Great Glacier is one of a number of outlets, embracing more than 200 square miles.	The summit of the Selkirks	
	The Great Glacier		Over-looking the gorge of the Illicilliwaet	
			FIRST DAY	
2483	Arrive 18.52	Glacier House —Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Rogers' Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company has built a large annex to the hotel to accommodate the increasing tourist	Leave 7.50 A.M.	423
	Supper		Break-fast	
	Leave 19.17 P.M.		Arrive 7.25 A.M.	
	Sir Donald		Sir Donald and other peaks	
	Names of the peaks		The great glacier of the Selkirks	
		Refreshment Station.		

MEMORANDA

East-bound Train	Miles from Vancouver
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LEAVE
The
sum-
mit of
the Sel-
kirks

Over-
look-
ing the
gorge
of the
Illicli-
liwaet

FIRST
DAY

Leave
7.50
A.M. 423

Break-
fast

Arrive
7.25

A.M.

Sir
Donald
and
other
peaks

The
great
glacier
of the
Sel-
kirks

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	The Great Glacier	<p>travel that is not satisfied with the short stop made by train, and this has been recently enlarged. The Great Glacier is exactly a mile and a half away, and its slowly receding forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy, and trails lead to Marion Lake and other attractive points at high altitudes. Rogers' Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the mountain goat, which are seldom found southward of Canada. Bears can also be obtained.</p>			
	Game			Game	
	The Loop	<p>Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illecilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snow-shed the summit range, near Rogers' Pass is yet visible with Sir Donald overlooking all.</p>		Climbing the Loops	
2490		Ross Peak —Alt. 3,600 feet.	The Illecilliwaet River is here of no great size, but of course turbulent. Its water		416
2490	20.05	Illecilliwaet —Alt. 3,593 feet.		76.10	407
	Silver mines	<p>is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About <i>Ross Peak</i> station are many silver mines penetrating the crest of one of the lofty hills north of the railway. Caribou occur in numbers from here down to the Columbia.</p>		Game, lumber and silver mines	
2505	20.25	Albert Canyon —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to		5.45	401
	Canyons of the Illecilliwaet	<p>Flag Station</p>		Gorge of the Illecilliwaet	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	Train stops	wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling cauldron scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	Train stops	
2515		Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As the western base of the Selkirks is approached, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke, the great gateway to the wonderfully rich mining camps of West Kootenay.		391
	Base of the Selkirks		Entering the Selkirks	
	Observation Car detached here		Observation Car	
2527	21.35 P.M.	Revelstoke —Alt. 1,475 ft. Population 2,000. On the Columbia River—a railway divisional point and a gateway to the great West Kootenay mining camps. The town was originally located on the river-bank, a mile-and-a-half from the station, but the past year has seen its growth to the depot grounds. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft., and 28 miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. To reach the mining regions by this route, involves a most delightful trip on the branch line to Arrowhead and steamer down Arrow Lake to Nakusp and Robson. Nakusp is near the foot of the upper lake, where rail communication is made with Roseberry and New Denver, on Slocan Lake (from which C.P.R. steamer Slocan runs to Slocan City at the southern extremity of the lake, where rail connection has been established with the Lower Kootenay river) and with Sandou, in the very centre of the rich Slocan silver mining regions. The sail between Nakusp and Robson, a run of 165 miles, is through lovely scenery. From Robson, the Columbia & Kootenay Branch runs along the banks of the Lower Koot-	4.45 A.M.	379
	The Columbia			
	Side-trip		Side-trip on the Columbia	
	Gold range			

MEMORANDA

East-bound Train	Miles from Vancouver
LEAVE	
Train stops	
	391
Enter- ing the Sel- kirks	
Observ- ation Car	
4.45 A.M.	379
Side- trip on the Co- lumbia	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	<p>enay River, a magnificent fishing water, to Nelson, a town of remarkable growth recently. Another C.P.R. steamboat plies between Nelson and Kootenay Landing, making connections with the trains of the Crow's Nest Pass Ry. at the latter place, and other steamers run regularly to the numerous gold, silver and copper mines on the Kootenay Lake, affording opportunities for enjoying the magnificent lake and mountain scenery of this picturesque locality. From opposite Robson the trains of the Rossland branch of the C.P.R. run along the western bank of the Columbia River to the great smelting centre of Trail, and to the new city of Rossland, a mining camp of phenomenal growth about which cluster a number of rich mines, the wealth of which has been demonstrated by actual production. The construction of a railway from the Columbia River through the Boundary Country to the west is also being prosecuted, and on its completion will open up another very rich mineral region.</p> <p>On the Columbia river, and the Arrow, Slocan and Kootenay lakes is a steamship service, operated by the C.P.R. Co., which is unsurpassed in American water. The steamers are speedy, sumptuously appointed and have all the advantages of the latest modern construction.</p> <p>The two peaks south-east, seen from the main line of the railway, are MacKenzie and Tilley. The mountains beyond are in the Gold or Columbian range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie imposing and glacier-studded.</p>	LEAVE	
2538	No Stop	Clanwilliam — Alt. 1,996 ft.	No Stop	370
2544		Griffin Lake — Alt. 1,900 ft.		362
2555		Oraigellachie — Alt. 1,450 ft.		351
	In the Eagle Pass	<p>by Eagle Pass, which is so deep cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the</p>	The ascent of the Eagle Pass	Lovely Lakes

MEMORANDA

	East-bound Train	Miles from Vancouver
	LEAVE	
		370
No Stop		362
		351
The ascent of the Eagle Pass		
Novelty Lakes		

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants, all of them. Sawmills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Ry. on Nov. 7, 1885—the rails from the east and the west meeting here.	Base of the gold range	
2571	The last spike P.M. 23.26	Sicamous Junc. — Alt. 1,900 ft.	2.35	885
2590	24.11	Salmon Arm	1.47	816
2597		Tappen Siding within a day caribou are abundant; the deer shooting southward within 80 miles is very good, and on the lakes there is famous sport in deep trolling for trout. The <i>London Times</i> has well described this part of the line:—"The Eagle River leads us "down to the Great Shuswap Lake, so "named from the Indian tribe that "lived on its banks and who still have "a 'reserve' there. This is a most remarkable body of water. It lies "among the mountain ridges, and consequently extends its long narrow "arms along the intervening valleys "like a huge octopus in half-a-dozen "directions. These arms are many "miles long, and vary from a few "hundred yards to two or three miles "in breadth, and their high, bold "shores, fringed by the little narrow "beach of sand and pebbles, with "alternating bays and capes, give "beautiful views. The railway crosses "one of these arms by a drawbridge "at Sicamous Narrows, and then "goes for a long distance along the "southern shores of the lake, running "entirely around the end of the "Salmon arm." <i>Sicamous</i> is the station for the mining and agricultural districts to the south where there is large settlement. A branch railway runs to Vernon and Okanagan, at the head of Lake Okanagan, a magnificent sheet of water on which the steamer "Aberdeen" plies to Kelowna and to Penticton, at the foot of the lake, from which the new Boundary Creek mining region is reached. There is excellent hotel accommodation at Penticton for travellers to and from the Fairview, Camp McKinney and Boundary Creek camps, now almost rivalling the Trail Creek country in their attractiveness to mining men. Vernon is a charming spot, and the whole country is a veritable earthly paradise. Near Kelowna, on the lake shore,	Great Shuswap Lake and its sports	809
	Game and fish The Shuswap lakes		View from Notch Hill	
	Sicamous and Okanagan		Dining Car attached	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Valley
	LEAVE		LEAVE	
	Shuswap & Okanagan Ry.	<p>thirty-five miles from Vernon, the Governor-General of Canada has a fine farm, and another holding of 13,000 acres a few miles from Vernon, employing a small army of men, and growing fruits of all kinds that the temperate zone will produce. Further down the lake is Peachland, a new town which is making considerable progress. This is a land of vineyards and orchards, as well as a Mecca for keen sportsmen, for there is an abundance and variety of large and small game, including cariboo, bear, deer, Bighorn and mountain goats. On the west side of the lake are numerous bands of wild horses. Resuming the transcontinental trip, a writer says: "For 50 miles the "line winds in and out the bending shores, while geese and ducks "fly over the waters and light "and shadow play upon the opposite "banks. This lake with its bordering "slopes, gives a fine reminder of Scottish scenery. The railway in getting "around it, leads at different, and "many, times towards every one of "the thirty-two points of the compass. "Leaving the Salmon arm of the lake "rather than go a circuitous course "around the mountains to reach the "South-western arm, the line strikes "through the forest over the top of "the intervening ridge [Notch Hill]. "We come out at some 600 feet elevation above this 'arm,' and get a magnificent view across "the lake, its winding shores on both "sides of the long "and narrow sheet "of water stretching "far on either hand, with high mountain ridges for the opposite background. The line gradually runs "down hill until it reaches the level of "the water, but here it has passed the lake, which has narrowed into the "south branch of the Thompson River. Then the valley broadens, "and the eye that has been so accustomed to rocks and roughness and "the uninhabited desolation of the mountains is gladdened by the "sight of grass, fenced fields, growing crops, hay stacks, and good farm "houses on the level surface, while "herds of cattle, sheep and horses "roam over the valley and bordering hills in large numbers. This is a "ranching country extending far into "the mountain valleys west of the "Gold Range on both sides of the "railway, and is one of the garden spots of British Columbia. "The people are comparatively old</p>	Little Shuswap Lake	
2607	A.M. 1.08	Notch Hill —Alt. 1,708 ft.	A.M. 1.08	290
2622	1.48	Shuswap	24.15	284
2638	2.20	Ducks	23.45	268
	Ranches of the Thompson Valley		Farms and cattle herds	

† Flag Station.

MEMORANDA

East-bound Train	Miles from Vander
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LEAVE

Little
Shus-
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Lake

A.M.	
1.08	290
4.15	284
8.45	268

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	Old-time settlements	"settlers, having come in from the Pacific Coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages with the evidences of thrift that are all around."	Old-time settlements	
2655	3.05 A.M.	Kamloops —Alt. 1,160 feet. Pop. 2,000. Divisional point and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate pre-eminently makes it a desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops is grazing, since the hills are covered with most nutritious "bunch-grass," and agriculture and fruit raising flourish wherever irrigation is practicable, but recently the country has developed into a promising mining region. This is the supply point for a large ranching and mineral region southward, especially in the Nicola valleys, reached by stage lines, and for the mines being operated in the immediate vicinity of the town, ores of which are largely similar to those of Trail Creek, principally gold and copper.	23.10 P.M.	251
	The North Thompson		Forks of the Thompson	
	Industries of the region		The 'bunch-grass' country	
2670		Cherry Creek .—Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Halfway a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savona's</i> the lake ends, the mountains draw near		236
2680	No	Savona's and the series of		226
2687	Stop	Pennys Thompson river canyons is entered, leading westward to the Fraser through marvellous scenery. Quick-silver mines of great value are being operated in this locality. From here to Port Moody, the nearest point on Pacific tidewater, the railway was built by the Dominion Government and		219

MEMORANDA

East- bound Train	Miles from Vancouver
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LEAVE

Old-
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23.10
P.M.

251

Forks
of the
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The
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236

226

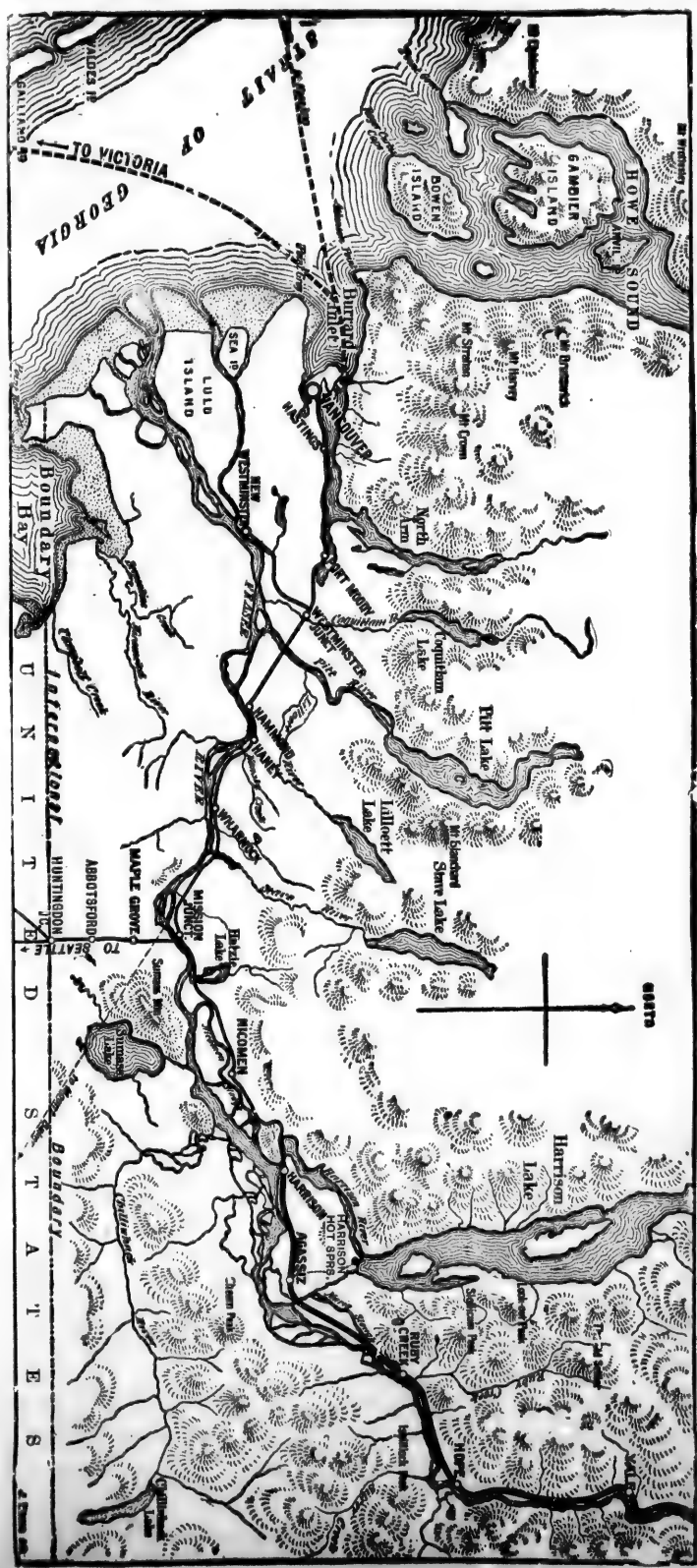
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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
2702	4.55	transferred to the Company in 1886. <i>Pennys</i> is an old-time ranching settlement. <i>Ashcroft</i> —Alt. 1,075 ft. (pop. 1,000), has developed into a busy town, being the point of departure for Cariboo, and other gold fields in the northern interior of British Columbia. Trains of freight waggons drawn by long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's Bridge</i> the old waggon road up this valley to the Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic color, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i> , Nicomen, a little		21.15	204
2709	No	Basque Rancho		No	191
2716	Stop	Spatrum		Stop	190
	C'riboo district			Ashcroft and the C'riboo trade	
	The Black Canyon				
2728	5.56	Spence's Bridge		20.15	178
2734		Drynoch —Alt. 700 ft.			172
2740		Thompson Siding			166
2744		Gladwin			162
	The Nicola River			The Nicola River	
	Grotesque forms of rocks			Fantastic canyon scenery	

East-bound Train	Miles from Vancouver	
LEAVE		
21.15	204	
No Stop	19/	100
Ashcroft and the Oriboo trade		
20.15	178	
	172	
	166	
	162	

The Nicola River

Fantastic anyone can try



Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	Thompson canyon	mining town is seen, and on the opposite bank of the river gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their feet hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At <i>Lytton</i> ,		Ascending the Thompson River	
2750	6.52	Lytton —Alt. 675 ft.	a small trading town, now regaining its old-time prosperity, the canyon suddenly	19.20	156
2759		Kanaka			147
2766	No stop	Keefers		No stop	140
	Observation Car attached (May 1 to Oct. 15)	widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i> . The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road, built in the early 60's and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below Kanaka, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dipnets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese. A charming chalet hotel makes		Observation Car detached	
	The cantilever bridge			Upper valley and crossing of the Fraser	
	The Cariboo road				
	Indians and Chinamen.			Salt'n and gold dust	
	Breakfast			Supper	
2777	8.30	North Bend —Alt. 425 ft.	<i>North Bend</i> (a divisional point) a	18.10	129

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East- and Main	Miles from Vancouver
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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
2792	LEAVE	Spuzzum	desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, a few miles below, where mining operations are carried on, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Near <i>Spuzzum</i> the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.	LEAVE	114
	FOURTH DAY			Entrance to the Fraser canyon	
	The great canyon			Cariboo wagon road	
2803	No	Yale —Alt. 200 ft.	<i>Yale</i> is the head of navigation and was formerly an	No	103
2817	Stop	Hope —Alt. 200 ft.	outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope is the bottomless Devil's Lake. The canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.	Stop	89
	Hope Peak			Hope and Yale	
	End of the canyons			Approaching the Cascade Mountains	
				Dining Car	

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	ARRIVE	ning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China, South America, Africa, Europe, and Australia, and the Provincial Asylum and Penitentiary are located here. Steamers ply regularly to Victoria.		LEAVE	
2893	No	Port Moody	<i>Port Moody, at the head of Burrard Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i>, formerly a watering place, the young city of Vancouver soon appears.</i>	No	18
2902	Stop	Hastings		Stop	4
	Along Burrard Inlet				
	Daily				
2906	13.15	Vancouver —Pop. 25,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, the Vancouver being a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of asphalt streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to Victoria, Nanaimo and San Francisco, to China and Japan, to Sydney, Australia via Honolulu, H.I., and Brisbane, Queensland,		13.15 P.M.	0
	1.15 P.M.			1.15	
	About four days from Montreal			LEAVE	
				Daily	
				Vancouver; its site and commercial advantages	

‡ Refreshment Stations.

Additional trains run between the various points at which the "Imperial Limited" trains do not stop. See current time tables for full particulars.

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	Commercial advantages	<p>and Puget Sound and Alaskan ports, it being one of the principal points of departure on the coast for the Klondike and other northern gold fields, and an outfitting headquarters for miners and prospectors. The C. P. R. White Empress Line to the Orient, whose steamships are the only twin-screw vessels on the Pacific, takes the shortest, safest and most pleasant route, and avoids the uncertain weather of more southern latitudes.</p> <p>The country south, towards the Fraser, has fine farms, and is especially adapted to fruit growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Stanley Park is a magnificent public pleasure resort. Opportunities for sport are unlimited at no great distance—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain streams; and sea-fishing in endless variety. A stay of a week here will be well rewarded. A Clyde built steamer connects with Victoria, daily, Sundays included—a ferriage of six hours through a beautiful archipelago. Steamships for Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong, making the quickest passage by from five to ten days across the North Pacific, depart every three weeks in summer and every four weeks in winter, and for Honolulu and Sydney, Australia, via Brisbane, Queensland, every month. At Hong Kong passengers make connection with steamers of the P. & O. Co. for Colombo and other points on the Around the World route, with steamers of the China Navigation Co. and the Eastern & Australian Navigation Co., which ply between Hong Kong and Australia, or with the North German Lloyd steamships from Shanghai or Hong Kong via Singapore; Colombo, Suez, Naples and Genoa to Southampton.</p>		Commercial advantages	
	Re-sources			Crossing the Gulf of Georgia	
From Vancouver to Yokohama, 4,283; to Hong-Kong 6,371; to San-Francisco 1,183.	Daily			Daily	
	ARRIVE			A. M. 11.00 LEAVE	
2900	19.45 7.45 P. M.	<p>Victoria—Pop. 25,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is con-</p>			84

* Passengers intending to leave Vancouver on Mondays will take steamer leaving Victoria night previous at 23 o'clock.

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	Scenery and sport	<p>spicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the magnificent Government buildings, which rank amongst the handsomest in America, the city has many fine public and private structures, among them a large and well appointed opera house. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses, which do a very large outfitting trade for the Klondike. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily, and with Puget Sound ports, daily except Sundays; and steamships depart about every five days for San Francisco, connecting there for southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, China, Hawaiian Islands, Queensland, and Australia stop at Victoria for passengers, and there are regular sailings for Alaskan points both for tourists visiting the wonderful fjords of the north coast, and those intending to explore the great gold-belt of the Yukon. Esquimalt Harbor, two miles from Victoria, is the British naval station and <i>rendezvous</i> on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times, and immense fortifications are being constructed.</p>		
	Beautiful surroundings		A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 1 a. m. Passengers may occupy their state rooms as early as they please	
Victoria is 3,260 miles, via C. P. R. from New York or Boston, and 5,790 from Liverpool via Montreal	Steamship connections			

Local Steamship Service on the Pacific Coast

An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Vancouver steamers ply daily to Victoria; to Nanaimo daily, except Friday, on arrival of Pacific Express.

From Victoria, steamers depart daily, Sundays excepted, for Puget Sound Ports; every five days for San Francisco. Steamers from both Vancouver and Victoria to Puget Sound, make connections at Tacoma with trains to Portland, Ore., San Francisco and Southern California.

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Lake Route

(SUMMER MONTHS ONLY)

Montreal and Toronto: 338 Miles

Ontario & Quebec Division

Toronto and Owen Sound: 122 Miles

Ontario & Quebec Division

Owen Sound and Fort William: 555 Miles

Lake Steamship

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			ARRIVE	
	DAILY			DAILY	
0	9:00pm	Montreal	From the Windsor Street Station the run is	7:50am	2922
2	* 9:05	Westmount		* 7:45	2920
5	9:12	Montreal Junction	made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junc. is reached, where the line to New York, Boston and New England points via the St. Lawrence bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Western Jc. to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is	7:40	2917
	EASTERN STANDARD TIME			Ch'ng'e for Queb'c	To Boston 335 miles
7		Western Junc.	seen at the left;		2915
10		Dorval	and above the trees, further to		2912
18		Valois	the left a good view is had of		2909
15		Beaconsfield	the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.	The St. Lawrence bridge	2907
20	9:35	Ste. Anne's	One of the five mouths of the	7:15	2902
24	9:40	Vaudreuil	Ottawa River is crossed by a fine steel bridge at Ste.	7:00	2898

† Additional train leaves Montreal for Toronto at 8:55 a.m. on week days, arriving Toronto 7:00 p.m. Buffet Cars are run on all trains between Montreal and Toronto. ‡ Refreshment Station. § Flag Station * Stops only to take on and let off passengers from Toronto and west.

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Miles

Station	Miles from Vancouver
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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	<i>Anne's</i> , at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. <i>Ste. Anne's</i> was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa mouth is bridged at <i>Vaudreuil</i> . Here the Montreal & Ottawa Short Line branches off along the southern bank of the Ottawa River to the Dominion Capital.	LEAVE	
	Ottawa River			
35	f9.56	St. Olet		2887
40		St. Polycarpe Junc.		2882
44		St. Telesphore		2878
46		Dalhousie Mills		2876
51		Glen Norman		2871
54		Green Valley		2868
57		Glenroy		2865
63		Apple Hill	Farms	2859
68		Monklands		2854
73		Avonmore		2849
79		Finch		2843
87	11.15	Ohesterville	5.33	2885
93	f11.24	Winchester	f5.23	2829
101		Mountain		2821
108	11.47	Kemptville Junc.	5.01	2814
119	f12.05	Merrickville	f4.44	2808
	MIDN'T	way is crossed, and at <i>Kemptville Junction</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Div. of N. Y. C. running to all important points in New York State. At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.		
128	A.M. 12.30	Smith's Falls —Pop. 4,500. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE, 13 miles northward, with the main line of the Canadian Pacific Railway (see page 19). The town has a number of important manufactories, for which, falls in the Rideau River afford ample water-power. Superior brick are made here and good building-stone abounds. Excellent refreshment rooms at the station.	4.30 A.M.	2794
140	12.50	Perth —Pop. 4,000. A prosperous town with a number of mills, and an extensive manufactory of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	4.00	2782

| Refreshment Station.

f Flag Station.

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES		East bound Train	Miles from Vancouver
	LEAVE			LEAVE	
148	A.M.	Bathurst	For 100 miles beyond <i>Perth</i> the country is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos and other valuable minerals abound. The Kingston & Pembroke Railway, from Kingston on the St. Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway & Nav. Company to Tamworth, Napanee and Deseronto (and Kingston by day train from the West). <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Bay of Quinte, northward to a number of large and	A.M.	2774
155		Maberly			2767
166	1.37	Sharbot Lake		3.17	2756
175		Mountain Grove			2747
180		Ardendale			2742
191	2.29	Kaladar		2.29	2731
199		Hungerford			2723
207	2.57	Tweed		1.59	2715
216	3.12	Ivanhoe		1.37	2706
225	3.28	Central Ont. Jc.		1.22	2697
234		Blairton		2688	
		Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway & Nav. Company to Tamworth, Napanee and Deseronto (and Kingston by day train from the West). <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Bay of Quinte, northward to a number of large and			
238	3.55	Havelock	extensively worked iron mines. <i>Havelock</i> is a railway divisional point,	A.M. 1.00	2684
244		Norwood	with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.	12.42	2678
252		Indian River			2670
262	4.42	Peterboro' —Pop. 10,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro' or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half-a-dozen directions.	MIDN'T 12.12	2660	
		Rice Lake canoes and sport		Fishi'g resorts	
271		Oawanville	Market stations for a fine agricultural country. Wheat, rye, oats, barley, butter, cheese and fruit are largely produced and much attention is given to cattle breeding.		2651
280		Manvers			2642
288		Pontypool			2639
292		Burketon			2630
301	5.5	Myrtle		P.M. 11.03	2621
310		Claremont			2612
318		Locust Hill			2604
326		Agincourt			2596

/ Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
333		Leaside Junc. —Express trains run through by way of Toronto Union Station to Toronto Junc.		2590
	ARRIVE DAILY		P.M. 9.35	2585
338	7.00 A.M.	|| Toronto —Pop. 195,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the N. & N. W. Div. of the G. T. Ry. System (see page 72) extends northward, past Lake Simcoe, to North Bay on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway Transcontinental Route. Canadian Pacific trains run via Hamilton and Welland to Niagara Falls and Buffalo, making close connection for Rochester, Syracuse, Troy, Albany and New York. At Toronto Junction the Credit Valley and Toronto, Grey & Bruce sections of the Canadian Pacific Ry. diverge, the former extending to London and Detroit, connecting at the latter point with the Wabash Rd. for St. Louis, Chicago and other western United States points, and the other during the summer connecting at Owen Sound with the C. P. Ry. Co.'s lake steamships for Sault Ste. Marie and Fort William.	LEAVE DAILY	
	Com-m'rcial importance		EASTERN TIME	
	Rail-way outlets			

|| Refreshment Stations

Additional train leaves Toronto for Montreal at 9.00 a.m. on week days, arriving at Montreal at 7.00 p.m.

Station and Miles from Vancouver	Miles from Montreal	Express West b d	STATIONS—DESCRIPTIVE NOTES		Express East b d	Miles from Vancouver
	2590	338	LEAVE 1.30 P. M.	Toronto —Regular trains leave Toronto for Owen Sound at 8.25 a.m. and 5.40 p.m., and Owen Sound for Toronto at 6.35 a.m. and 3.45 p.m. These trains run daily except Sundays and stop at all stations. During the summer season (until about 30th September), the Steamship Express leaves Toronto on sailing days at 1.30 p.m., passing through Parkdale (1.40 p.m.), and Toronto Junction (1.47 p.m.), and thence by way of Streetsville Junction to Melville Junction. Returning, leave Owen Sound at 9.00 a.m. on boat days, arriving Toronto 12.45 p.m.	ARRIVE 12.45 P. M.	2585
M. 35 AVE ILY	2585		Tuesdays, Thursdays and Saturdays.		Tuesdays, Thursdays and Sundays only.	
		384	3.03	Melville Junction.	11.16	2539
		387	3.10	Orangeville —Pop. 4,000. A farming centre, as shown by the elevators at the station.	11.10	2586
		391	3.19	Orangeville Junction —Branch line to TEESWATER.	11.00	2532
		394		Laurel		2529
		398		Crombles		2525
		403		Shelburne		2520
		406		Melancthon		2517
		410		Corbetton		2513
				Mills, four miles from <i>Shelburne</i> , are noted for extraordinary trout.		
		414		Dundalk —The road is here 1,300 feet above Lake Ontario.		2509
		424		Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.		2499
		431		Markdale		2492
		436		Berkeley		2487
		440		Holland Centre		2483
		447		Chatsworth		2476
		452		Rockford		2471
				exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.		
s. arriv.		460	Ar 5.20 Lv 5.30 P. M.	Owen Sound —Pop. 8,000. The port on Georgian Bay for Canadian Pacific lake steamships, leaving westbound about 5.30 p.m. on Tuesdays, Thursdays and Saturdays. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the <i>Sydenham River</i> at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick-clays abundant. Manufac-	Lv 9.00 Ar 7.00 A. M.	2463
			Port of em- bark- ation for the Upper Lakes		Trains leave Owen Sound for Toronto at 6.35 a.m. and 3.45 p.m. every week day.	

! Refreshment Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
735	NOON a 12.00 1 12.30	tures, especially of furniture and woodenware, are increasing and an immense elevator for the storage and distribution of Manitoba wheat to eastern millers has recently been erected. Shooting and fishing in great variety are easily obtainable. In addition to the steamships of the Canadian Pacific line for Fort William, local steamers depart regularly for Manitoulin Island and all ports on Georgian Bay during the season of navigation.	NOON 1 12.00 a 10.00 A. M.	2188
	Arrive Thursdays, Saturdays and Mondays.	Sault Ste. Marie —Wednesdays, Fridays and Sundays going West, and Saturdays, Mondays and Wednesdays going East. Passengers can go ashore while the vessels pass through the lock. Connection is here made with the Soo-Pacific line which leaves the Canadian Pacific Transcontinental route at Sudbury, and crosses the Rapids of the Ste. Mary, on a magnificent iron bridge, and runs westward to Gladstone, St. Paul and Minneapolis, and after traversing the States of Michigan, Wisconsin, Minnesota and North Dakota, rejoins the Transcontinental route near Moose Jaw, in the Canadian North-West. Connection is also made with the Duluth, South Shore & Atlantic R. for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron and Erie. From the "Soo" enjoyable side trips may be made to Algoma Park, the Desbarats Islands on the north shore of Lake Huron, Mackinac, etc., and the Michipicoten gold fields on Lake Superior.	The C.P. steamer leaves Fort William Fridays, Sundays and Tuesdays.	
1010	EAST. TIME	Port Arthur —See page 24.	EAST. TIME NOON 12.00	1913
1015	12.00 NOON ARRIVE	Fort William —Arrives Thursdays, Saturdays and Mondays going West. Leaves Fridays, Sundays and Tuesdays going East.	11.30 A. M. LEAVE	1908

For Route west of Fort William see Transcontinental Rail Route, page 24. It is at Fort William that the Lake and Rail routes unite.

Steamship route is during season of navigation only, say from about 1st May to about 31st October, and weather and water permitting. Sailings are subject to change without notice.

While water is low on Lake Superior, steamers may omit Port Arthur, calling only at Fort William. In such cases Ticket holders to Port Arthur or beyond will be supplied, if they so desire, with rail transportation from Fort William to Port Arthur.

The Ontario Law prohibits the sale of liquor on all lake steamships sailing between Ontario ports. This includes Upper Lake Steamships between Owen Sound and Fort William.

ADVERTISING ON THE CANADIAN PACIFIC RAILWAY.

For terms for displaying advertisements on the premises of the Canadian Pacific Railway along its lines, apply to the Acton Barrows Company, Head Office, 28 Melinda St., Toronto. Branch Offices:—197 Lombard Street, Winnipeg, and Inns of Court Building, Vancouver, Canada.

Ontario Route

Toronto and North Bay : 227 Miles, G. T. Ry

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES		Express South-bound	Miles from Vancouver
	LEAVE			ARRIVE	
0	1.00 pm	Toronto —Union Station. See page 69.		3.10 pm	2770
30	2.00	Aurora	This road passes northward thro' an elevated agricultural region to the borders of Lake Simcoe.	2.16	2740
35	2.08	Newmarket		2.08	2735
38		Holland Landing			2732
68	3.05	Allandale		1.15 P.M.	2707
	Daily	<p><i>Aurora and Newmarket are farming centres of much importance. Holland Landing, on Lake Simcoe, was where, in old days, the navigation of the lake began. At Allandale the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.10 a.m. and 4.35 p.m. The western shore of Lake Simcoe is skirted as far as Orillia. Between Orillia and Gravenhurst, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. Bracebridge and Huntsville are summer resorts and manufacturing towns.</i></p>		Daily	
87	3.42	Orillia		NOON	2684
112	4.30	Gravenhurst		11.32	2658
		<p><i>Bracebridge and Huntsville are summer resorts and manufacturing towns. This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from</i></p>		11.08	2648
122	4.49	Bracebridge		10.25	2624
146	5.33 P.M.	Huntsville		A M.	
	Hotels and summer sport			Among the Muskoka lakes	

[Refreshment Station.

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES		Express South-bound	Miles from Vancouver
	LEAVE			LEAVE	
171	0.23	Burk's Falls	the railway.	9.35	2509
183	0.42	Sundridge	Beyond Lake	9.15	2587
189	0.51	South River	Rosseau, the	9.05	2581
220	7.56	Oaklander	great forests, always diversified by lakes in	7.58	2550
	Daily	picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined at <i>Nipissing Junction</i> , about four miles east of North Bay, but train connection is made at latter point, and its tracks are followed into North Bay.		Daily	
	ARRIVE			A.M.	
228	8.15	North Bay —See p. 21. These trains from Toronto make close connection with the Canadian Pacific Transcontinental Rail Route express trains to and from Winnipeg and Vancouver.		7.40	2542
	P.M.			LEAVE	

|| Refreshment Station.

310

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Sleeping and Parlor Car Service

	FROM	TO	SLEEPING CAR		PARLOR CAR	
			Depart	Berth Rate	Depart	Seat Rate
2542	① Boston	St. John	7.00 pm	\$3.50	8.00 am	\$3.00
	① Boston	Montreal	8.00 pm	2.00	9.00 am	1.50
	① Boston	Chicago	8.00	5.50		
	① Boston	St. Paul	9.00 am	7.00		
	① Buffalo	Toronto (Parlor or Sleep)	ing Cars on all	trains.)		.50
	① Chicago (Polk St. Depot)	Toronto (8.15 p.m.)	11.00 pm	8.00		
	① Chicago	Montreal (11.00 pm)	8.15 "	8.00		
	① Chicago	Boston and Portland	8.00	5.50		
	① Chicago	Toronto	11.35 "	2.00	12.30 pm	1.50
	① Detroit	Montreal (11.35 pm)	12.30 pm	3.50		
	① Detroit	Portland and Old Orchard	8.00	4.50		
	① Detroit	Boston	8.00	4.50		
	① Halifax	Montreal, via St. John	8.00 am	7.00		
	① Hamilton	Toronto				.25
	① Hamilton	Montreal or Ottawa		2.00		1.25
	① Montreal	Boston	8.20 pm	2.00	9.00 am	1.50
	① Montreal	Portland and Old Orchard	8.20 "	2.00	9.00 "	1.50
	① Montreal	St. Andrews, N.B.	8.00 "	3.50		
	① Montreal	Halifax, via St. John	8.00 "	3.50		
	① Montreal	Vancouver	8.00 pm	4.00		
	① Montreal	Toronto	9.50 am	18.00		
	① Montreal	Hamilton	9.00 pm	3.00	8.55 "	1.00
	① Montreal	Detroit (8.55 a.m.)	9.00 "	3.50		1.25
	① Montreal	Chicago (8.55 a.m.)	9.00 "	5.00		
	① Montreal	St. Paul	10.00 "	8.00		
	① Montreal	Duluth		6.00		
	① Montreal	Ottawa	10.00 "	1.50	9.45 am	.50
	① Montreal	Quebec	11.00 "	1.50	4.00 pm	.50
	① Montreal	Quebec			8.20 am	.75
	① Montreal	Quebec			8.30 pm	.75
	① Montreal	Quebec			8.00 am	1.50
	① Montreal	Quebec			8.00 "	1.50
	① North Bay	Toronto	9.10 "	2.00		
	① Old Orchard	Montreal	8.00 "	2.00		
	① Ottawa	Toronto	10.35 pm	3.00		
	① Ottawa	Montreal	4.10 am	1.50	8.30 am	.50
	① Owen Sound	Toronto			4.15 pm	.50
	① Portland	Montreal	8.40 pm	2.00	9.00 am	.50
	① Quebec	Montreal	10.30 pm	1.50	8.45 "	1.50
	① Seattle	St. Paul	8.45 am	12.00	9.00 pm	.50
	① St. John, N.B.	Montreal	5.10 pm	2.50	8.00 pm	.50
	① St. John, N.B.	Boston	5.30 "	2.50	6.35 am	2.00
	① St. Andrews, N.B.	Montreal	5.40 "	2.50		
	① St. Paul	Winnipeg	8.00 "	8.00		
	① St. Paul	Seattle	6.00 "	12.00		
	① St. Paul	Montreal	7.30 "	6.00		
	① St. Paul	Boston, via Montreal	7.30 pm	7.00		
	① Toronto	Hamilton				.25
	① Toronto	Buffalo (Parlor or Sleep)	ing Cars on all	trains.)		.50
	① Toronto	New York	5.20 pm	2.50		
	① Toronto	Montreal	9.35 "	2.00	9.00 am	1.00
	① Toronto	Ottawa	9.35 "	2.00		1.00
	① Toronto	Detroit	7.30 "	2.00	7.30 "	1.00
	① Toronto	Chicago	7.30 "	5.00	7.30 am	2.00
	① Toronto	North Bay	6.10 "	2.00	1.00 pm	1.00
	① Toronto	Owen Sound			1.50 pm	.50
	① Toronto	Vancouver via North Bay	1.00 "	17.50		
	① Toronto	St. Paul, via North Bay		5.00		
	① Vancouver	Montreal	1.15 "	18.00		
	① Vancouver	Winnipeg	1.15 pm	12.00		
	① Winnipeg	Vancouver	7.15 am	12.00		
	① Winnipeg	St. Paul	8.10 pm	8.00		

* Daily. † Daily except Sun. ‡ Daily except Sat. § Sun. only. a From 30th June to 4th Sept. only. b Mondays only. c Tues., Thurs., Sat. only. d Sleeping Cars run from about 15th June to about 1st Oct.; Parlor Cars from about 26th June to about 1st October. e From about 1st June to about 30th Sept. f Sun. Tues., Thurs. only. g Sleeping Car lines operated partly by C.P. Ry. and partly Sleeping Car Co's.

Proportionate Rates between other Stations.

Sleeping Car Sections. In Canadian Pacific Cars, double the berth rate. In Drawing Rooms between three and four times the berth rate.

Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold only to holders of First Class transportation.

Two adults, when traveling together and boarding car at same station, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a drawing room on one drawing room ticket, if each presents a railway passage ticket.

Canadian Pacific Railway Agents state below have car diagrams for locating passengers; other ticket agents will secure accommodation on application to them:

Boston. W. BENSON, 197 Washington St.
Buffalo. A. J. SHULMAN, 288 Main St.
Halifax. J. D. CHIPMAN, 107 Hollis St.
Hamilton. W. J. GRAHAM, cor. King and James Sts.
Montreal. W. F. BURG, 129 St. James St.
Ottawa. GEO. FURCA, 42 Sparks St.
Quebec. E. H. CREAM, Opposite Post Office.

Sanit Ste. Marie, Mich. T. R. HARVEY
 107 Portage Avenue West, and Steamship Wharf.
St. John, N.B. W. H. O. MACKAY, Chubb's Corner.
Toronto. O. E. BUNTING, King St. East.
Vancouver. JAS. SOLATER, Stn. Ticket Agent.
Winnipeg. W. M. MCLEOD, cor. Main St. and McDermott Ave.

* Telegrams for accommodation required same night should be addressed to station agents if sent after 6.00 p.m. All city offices are closed on Sundays and legal holidays, and close at 6.00 p.m. week days.

Diagrams of through Sleeping Cars between Montreal and Vancouver, and Boston and St. Paul, will be held at following stations several hours before the arrival of Sleeping Cars, and accommodation may be secured by telegram or letter.

IMPERIAL LIMITED (Westbound)—North Bay, Ft. William, Winnipeg, Calgary (from 1st Nov. to 10th April), Banff (from 1st May to 31st Oct.), Glacier, Revelstoke (from 1st Nov. to 30th April).

IMPERIAL LIMITED (Eastbound)—Glacier, Banff (from 1st May to 31st Oct.), Calgary (from 1st Nov. to 10th April), Winnipeg, Ft. William, North Bay.

St. Paul, Exr.—Montreal, St. Ste. Marie, Mich., Boston Exr.—Montreal, St. Ste. Marie, Mich.

Telegrams or letters direct to above agents will receive prompt attention. When ordering, be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting, and route. Acknowledgment will be sent by mail unless specially requested to telegraph.

Stop-over. Holders of through Sleeping Car Tickets, reading through both Winnipeg and Mission June, in either direction, will be furnished on application to Sleeping Car Porter, with check for stop over at Winnipeg, Banff Hot Springs, Laggan, Field, Glacier, Revelstoke or North Bend.

J. A. SHEFFIELD, SUPT. SLEEPING, DINING AND PARLOR CARS AND HOTELS MONTREAL

To Japan and China—C. P. R. Royal Mail Steamship Line.

The Canadian Pacific Railway Co's fast steamship service on the Pacific Ocean gives the shortest, safest and best route between Canada and the Orient, and also forms an important link in the popular "Around the World" trip. By the White Empress Line of the Canadian Pacific, tourists can easily reach either Japan or China, and visit at leisure the many attractive and curious places to be found in those countries, and they can, if they wish, continue the journey to Australia or around the world. The route from Vancouver, B. C., to Yokohama, Japan, Shanghai, China, and Hong Kong, is 300 miles shorter than any other transpacific route, and Vancouver is several hundred miles nearer to the Atlantic than any other Pacific port. The passage is generally a very pleasant one, the course taken avoiding the uncertain weather of more southerly latitudes, and with experienced and courteous officers the traveller is assured of safety, comfort and pleasure.

The steamships "Empress of India," "Empress of China" and "Empress of Japan," built under contract with the Imperial Government to carry the Royal mails, are staunch speedy and spacious. They are uniformly built of 6,000 tons burthen, are 455 feet in length, with 51 feet breadth of beam, and are the only twin-screw steamships on the Pacific. They are of 10,000 horse power, have triple expansion engines, and steam 19 knots per hour.

The cabins are large and roomy and contain all the modern improvements, many new features being added, and no expense has been spared in their luxurious fittings. The promenades are extensive and free from obstructions. The Saloons, Smoking Rooms, Social Halls and all passenger accommodation are amidships, and surpass anything afloat. The vessels are lighted throughout with electricity—in a word modern marine architecture has in these palaces excelled itself.

INTENDED SAILINGS—WESTBOUND

NAME OF STEAMSHIP	Van- couver	Yoko- hama	Kobe	Naga- saki	Shanghai (Woo-sung)	Hong Kong
	Dep. 13.20	Arr.	Arr.	Arr.	Arr.	Arr.
EMPRESS OF JAPAN	1899 Aug. 21	1899 Sept. 4	1899 Sept. 6	1899 Sept. 8	1899 Sept. 9	1899 Sept. 12
EMPRESS OF CHINA	Sept. 11	Sept. 25	Sept. 27	Sept. 29	Sept. 30	Oct. 3
EMPRESS OF INDIA	Oct. 9	Oct. 23	Oct. 25	Oct. 27	Oct. 28	Oct. 31
EMPRESS OF JAPAN	Nov. 6	Nov. 20	Nov. 22	Nov. 24	Nov. 25	Nov. 28
EMPRESS OF CHINA	Dec. 4	Dec. 18	Dec. 20	Dec. 22	Dec. 23	Dec. 26

AND ABOUT EVERY THREE WEEKS THEREAFTER

INTENDED SAILINGS—EASTBOUND

NAME OF STEAMSHIP	Hong Kong	Shanghai (Woo-sung)	Naga- saki	Kobe	Yoko- hama	Van- couver
	Dep.	Arr.	Arr.	Arr.	Dep.	Arr.
EMPRESS OF CHINA	1899 Aug. 9	1899 Aug. 11	1899 Aug. 14	1899 Aug. 15	1899 Aug. 18	1899 Aug. 30
EMPRESS OF INDIA	Aug. 30	Sept. 1	Sept. 4	Sept. 5	Sept. 8	Sept. 20
EMPRESS OF JAPAN	Sept. 27	Sept. 29	Oct. 2	Oct. 3	Oct. 6	Oct. 18
EMPRESS OF CHINA	Oct. 25	Oct. 27	Oct. 30	Oct. 31	Nov. 3	Nov. 15
EMPRESS OF INDIA	Nov. 22	Nov. 24	Nov. 27	Nov. 28	Dec. 1	Dec. 13
EMPRESS OF JAPAN	Dec. 20	Dec. 22	Dec. 25	Dec. 26	Dec. 29	Jan. 10 1900

AND ABOUT EVERY THREE WEEKS THEREAFTER.

The usual stay at intermediate ports is:—Yokohama, 24 hours; Kobe, 18 hours; Nagasaki, 10 hours; Shanghai, 12 to 24 hours, according to tide. These periods may be reduced or increased according to circumstances. Passengers should ascertain from Company's Agents at those ports the exact hours of departure. Steamers leave Vancouver on arrival of Expresses from the east, and call at Victoria to land and embark passengers.

Canadian-Australian Royal Mail S.S. Line

This line was established in 1893, and has become the favorite route between Europe and America and the Antipodes. Monthly sailings in both directions, via Honolulu, are made. The magnificently equipped steamships Aorangi, Warrimoo and Miowera are specially adapted for long sea voyages. The option of stop-overs is allowed first cabin passengers en route, and at Honolulu many take advantage of this privilege and remain to enjoy the strange sights to be seen in the Isles of the Pacific.

INTENDED SAILINGS—WESTBOUND

Name of Steamship	Vancouver	Honolulu	Brisbane, Qd.	Sydney
	Dep. 13.20	Dep.	Arr.	Arr.
MIOWERA	1899 Aug. 25	1899 Sept. 2	1899 Sept. 10	1899 Sept. 18
WARRIMOO	Sept. 22	Sept. 30	Oct. 14	Oct. 18
AORANGI	Oct. 20	Oct. 28	Nov. 11	Nov. 15
MIOWERA	Nov. 17	Nov. 25	Dec. 9	Dec. 13

Sailings shown are approximate only.

INTENDED SAILINGS—EASTBOUND

Name of Steamship	Sydney	Brisbane, Qd.	Honolulu	Vancouver
	Dep.	Arr.	Dep.	Arr.
WARRIMOO	1899 Aug. 15	1899 Aug. 17	1899 Aug. 18	1899 Sept. 5
AORANGI	Sept. 12	Sept. 14	Sept. 15	Sept. 27
MIOWERA	Oct. 10	Oct. 12	Oct. 13	Oct. 25
WARRIMOO	Nov. 7	Nov. 9	Nov. 10	Nov. 22

And about every four weeks thereafter. Sailings shown are approximate only.

Passengers can ascertain from Commanders of ships the time allowed in port at Honolulu (it averages about 10 hours) and at Brisbane.

From points west of Chicago, St. Paul and Fort William, berths on Steamers of above line can be secured from Asst. Gen. Pass. Agt., Vancouver, and east of those points from the General Passenger Agent, Montreal, through any C. P. R. Agent.

Meals at second table are served Second Class passengers at 30 cents each; Canned Meals, etc., are also procurable. C. P. R. Colonial Cars, can be purchased on board.

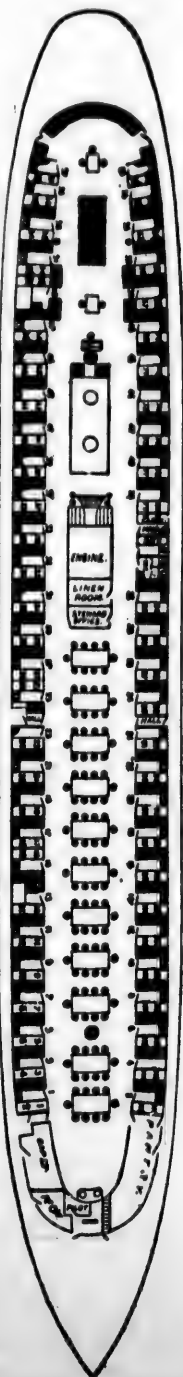
ARTHUR PIERS, Supt. of Steamship Lines, Montreal.

CANADIAN PACIFIC UPPER LAKES STEAMSHIPS

(MAY TO OCTOBER ONLY)

ALBERTA, ATHABASCA AND MANITOBA

CAREY DIAGRAM OF THE EXPLANED STEAMSHIP'S ALBERTA AND ATHABASCA.



THE STEAMSHIP MANITOBA BEING 30 FEET LONGER HAS TEN ADDITIONAL STATE-ROOMS

For further particulars see pages 60 and 61 of this book.

These Steamships are built of Steel, two of them on the Clyde and one at the port of Owen Sound. They are fitted with every modern appliance for speed, comfort and safety, and are unrivalled on the lakes, being more like Ocean Greyhounds than the usual lake steamship. The Manitoba is 300 feet, 300 tons; the Alberta and Athabasca are 270 feet long, 250 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., or at the office of the Assistant General Passenger Agent, 1 King St. East, Toronto.

First Class Round Trip and Tourist Tickets include meals and berths; Second Class, Tourist and Emigrant Tickets, deck passage only.

Meals at second table are served Second Class passengers at 30 cents each; Canned Meals, etc., are also procurable. Colonists' outfits, similar to those used on C.P.R. Colonist Cars, can be purchased on board.

ARTHUR PIERS, Supt. of Steamship Lines, Montreal.

Ship Line.

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25	Nov. 28
23	Dec. 26

Van-couver	Arr.
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3	Nov. 15
1	Dec. 13
20	1900 Jan. 10

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Vancouver	Arr.
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Dec.	18

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CANADIAN PACIFIC RAILWAY

RAILWAY LANDS ON NEW AND EASY . . TERMS OF PAYMENT.

The Canadian Pacific Railway Company's land subsidy, comprising an area of 25,000,000 acres, lies close to the Main Line and Branches in Manitoba, Assinibola, Saskatchewan and Alberta. The lands have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at from \$3.00 to \$5.00 per acre, and the purchaser may go into immediate possession on payment of one-tenth of the purchase money, and interest, which for 160 acres at \$3.00 per acre on nine years time would amount to \$615.20. The first instalment would be \$61.52, the balance payable in nine equal instalments of \$61.52 each, the first of such deferred instalments falling due in one year from date of purchase except in the case of an actual settler requiring the land for his own use, in which case the first deferred instalment would fall due in two years and the remaining payments annually thereafter.

The system of equal payments gives the settler a better opportunity to pay for his land out of the proceeds of his crops, than under the old plan, which called for the heaviest payments early in the term of the contract, and before he had time to get his land thoroughly under cultivation.

If a purchaser pays in full at time of purchase he will be allowed a reduction from the price equal to ten per cent. of the amount paid in excess of the usual cash instalment.

The valuable lands allotted to the Canada North-West Land Co., Ltd., are for sale at the office of the Land Dept., and purchasers have the privilege of paying for these lands in the preferred shares of the Land Co., which are accepted at their par value.

GOVERNMENT FREE GRANT LANDS

All surveyed even numbered sections, excepting 8 and 28, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

Westbound Trains stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Office of the Company in the Railway Depot, where maps and pamphlets, descriptive of the Lands through which the Railway passes, can be obtained.

Stop-over privileges between Winnipeg and Calgary will be granted on application to conductor on Through Second Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars apply to

L. A. HAMILTON,

C. P. R. Land Commissioner, WINNIPEG, MAN.

TELEGRAPHS

The telegraph system of the C.P.R. not only extends along the entire length of the railway, but also reaches every point of importance off the line of Railway in the Dominion of Canada.

The Commercial Cable Co. (Mackay-Bennett System) gives the C.P.R. the most direct connection with Europe.

The Postal Telegraph Co. of New York and San Francisco enables the C.P.R. to reach all the important points in the United States.

A tariff of charges for Telegrams is posted at all Telegraph Offices, and is kept by all Sleeping and Parlor Car Porters for inspection. Senders of messages are requested to compare the charges made with the rates on tariff.

To ensure quick dispatch to all points, see that your telegrams are written on **C.P.R. Telegraph Blanks** and are handed in at C.P.R. offices.

CHAS. R. HOSMER,

MANAGER TELEGRAPHS.

HEAD OFFICE, MONTREAL.

DOMINION EXPRESS COMPANY

Operating on all lines of the **Canadian Pacific**, and on other Railways throughout Canada; **Royal Mail Steamers** to and from Europe; **Canadian Pacific Royal Mail Steamship Line** (to and from all **Treaty Ports** in Japan and China) and **Canadian-Australian Line of Royal Mail Steamships** to Australia, via Honolulu, H.I.

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C.O.D.), notes, coupons, and other paper. Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **carefully, promptly and at reasonable rates.**

Grant Special Rates on produce, and on large consignments of merchandise.

Sell **Money Orders**, payable in Canada, the United States and Europe.

Agencies in Great Britain:—7 James St., Liverpool; 67 St. Vincent St., Glasgow; 67 and 68 King William St., London, E.C., and throughout Europe in connection with Messrs. Geo. W. Wheatley & Co. and the Globe Parcels Express. specially authorized agents for the Company.

S. T. STEWART, Superintendent Montreal

J. A. BOSWELL, " Toronto

G. FORD, " Winnipeg

W. S. STOUT, General Manager, Toronto

C.P.R. HOTELS

While the perfect sleeping and dining car service of the Canadian Pacific Railway provides every comfort and luxury for travellers making the continuous overland through trip, it has been found necessary to provide places at the principal points of interest among the mountains where tourists and others might explore and enjoy the magnificent scenery.

The Company has erected at convenient points hotels, which, by their special excellence, add another to the many elements of superiority for which the Railway is famous.

THE CHATEAU FRONTENAC—QUEBEC

the quaintest and historically the most interesting city in America, is one of the finest hotels on the continent. It occupies a commanding position overlooking the St. Lawrence, its site being, perhaps, the grandest in the world. The Chateau Frontenac was erected in 1893, at a cost of nearly a million dollars.

Rates, three dollars and fifty cents per day and upwards, with special arrangements for large parties and those making prolonged visits.

Address, "MANAGER, Chateau Frontenac, Quebec, Canada."

PLACE VIGER HOTEL—MONTREAL

a handsome new structure in which are combined a hotel and station. The building which faces Place Viger is most elaborately furnished and modernly appointed, the general style and elegance, characterizing the Chateau Frontenac at Quebec, being followed.

Rates three dollars per day and upwards, with special rates to large parties and guests making an extended visit.

Address, "MANAGER, Place Viger Hotel, Montreal, Canada."

THE KAMINISTQUIA—FORT WILLIAM, ONT.

the western terminus of the Lake Route and of the Eastern Division of the C.P.R.

Rates, two dollars and fifty cents per day and upwards, with special rates to large parties or those making an extended visit.

Address, "MANAGER, the Kaministiquia Hotel, Fort William, Ont."

BANFF HOT SPRINGS HOTEL—BANFF, ALBA.

In the Canadian National Park, on the eastern slope of the Rocky Mountains, is placed on a high mountain promontory 4,500 feet above the sea level, at the confluence of the Bow and Spray Rivers, and is a large and handsome structure, with every convenience that modern ingenuity can suggest, and costing over a quarter of a million dollars. Open from about 10th May to 15th October.

Rates, \$3.00 per day and upwards, according to the rooms. Special rates by the week or month will be given on application to

"MANAGER Banff Springs Hotel, Banff, Alberta, N.W.T."

THE LAKE LOUISE CHALET—LAGGAN, ALBA.

This quiet resting place in the mountains is situated on the margin of Lake Louise, about two and a-half miles distant from the station at Laggan, from which there is a good carriage drive and forms a convenient base from which to explore the Lakes in the Clouds.

Although comfortable beds and good plain meals are at the command of travellers, it is not exactly like the other chalet hotels, being rather intended as a resting place, affording meals, etc., to the tourist parties visiting the lakes in the Clouds. Open from about 15th June to 15th September only. Apply to

"MANAGER, Banff Springs Hotel, Banff, Alberta, N.W.T."

MOUNT STEPHEN HOUSE—FIELD, B.C.

is a pretty chalet-like hotel, fifty miles west of Banff, in Kicking Horse Canon, at the base of Mount Stephen—the chief peak of the Rockies, towering 8,000 feet above. This is a favorite place for tourists, mountain climbers and artists, and sport is plentiful, Emerald Lake, seven miles away, being a capital fishing water.

The rates are three dollars per day, with special arrangements for parties stopping a week or longer. Apply to

"MANAGER, Mount Stephen House, Field, B.C."

GLACIER HOUSE—GLACIER, B.C.

is situated in the heart of the Selkirk, within thirty minutes' walk of the Great Glacier, which covers an area of about thirty-eight square miles.

The hotel, which has recently been enlarged to accommodate the ever-increasing travel, is in a beautiful amphitheatre surrounded by lofty mountains.

The rates are three dollars per day and upwards, with special arrangements for parties stopping a week or longer. Address,

"MANAGER, Glacier House, Glacier, B.C."

HOTEL REVELSTOKE—REVELSTOKE, B.C.

the gateway to the West Kootenay Gold fields. This fine new structure, picturesquely located in the basin between the Selkirk and Gold Ranges, is handsomely appointed and complete in all details found in leading modern hotels.

Rates three dollars per day, and upwards. Apply to

"MANAGER, Hotel Revelstoke, Revelstoke, B.C."

THE FRASER CANON HOUSE—NORTH BEND, B.C.

130 miles east of Vancouver, is situated on the Fraser River and is managed with the same attention to the comfort of its patrons that pervades all branches of the Company's service. The scenery along the Fraser River is well described as "ferocious," and the hotel is a comfortable base from which to explore.

Rates, three dollars per day, with special arrangements for parties stopping a week or longer. Address,

"MANAGER, Fraser Canon House, North Bend, B.C."

HOTEL VANCOUVER—VANCOUVER, B.C.

the Pacific Coast terminus of the Railway, is a magnificent hotel designed to accommodate the large commercial business of the city, as well as the great number of tourists who always find it profitable and interesting to make here a stop of a day or longer.

Regular rates, three dollars per day and upwards, with special terms for prolonged visits.

Address, "MANAGER, Hotel Vancouver, Vancouver B.C."

PUBLICATIONS

"The New Highway to the Orient;" "Summer Tours;" "Fishing and Shooting, Canada;" "Fishing and Shooting—Quebec;" "Sportsman's Map;" "Westward to the Far East;" "East to the West;" Guides to the Principal Cities of Japan and China; "Time-Table with Notes;" "Around the World;" "Montreal;" "Quebec—Summer and Winter;" "Across Canada to Australia;" "Banff in the Canadian Rockies;" "Climates and Health Resorts of Canada;" "Hawaiian Islands;" "Swiss Guide" Folder. Also numerous pamphlets descriptive of Manitoba, the Canadian North-West Territories and British Columbia; "Western Canada;" "British Columbia;" "Gold in Kootenay and Cariboo;" "Klondike and Yukon Gold Fields;" "Alaska;" "The Gold Fields of New Ontario," etc. Most of these publications are handsomely illustrated, and contain much useful information in interesting shape.

Copies may be obtained FREE from Agents of the Company.

CALENDAR

1899

MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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SEPTEMB'R							OCTOBER							NOVEMB'R							DECEMB'R						
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1900

JANUARY							FEBRUARY							MARCH							APRIL						
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TIME

The 24-hour system is used at all C. P. Ry. Stations Fort William and west, and the hours from noon to midnight will be from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:

EASTERN TIME.—On C. P. Ry. East of Fort William and Detroit.

CENTRAL TIME.—Fort William to Brandon, including Manitoba branches.

MOUNTAIN TIME.—Brandon to Laggan and branches.

PACIFIC TIME.—Laggan to Vancouver and branches.

Thus, when it is 12 noon at Montreal, - Eastern Time.
 it is 11 o'clock at Winnipeg, Central "
 " 10 " Regina, Mountain "
 " 9 " Vancouver, Pacific "

AGENCIES

Adelaide,	Aus.	Australian United Steam Nav. Co.
Auckland,	N.Z.	{ New Zealand Shipping Co. Thos. Cook & Son.
Baltimore,	Md.	C. G. Osburn, Frt. & Pass. Agt., 129 E. Baltimore St.
Bombay,	India	Thomas Cook & Son, 13 Rampart Row.
Boston,	Mass.	{ H. J. Colvin, District Pass. Agt., 197 Washington St. W. Benson, City Pass. Agent, 197 Washington St.
Brisbane,	Qd.	The British India & Queensland Agency Co., Ltd.
Brockville,	Ont.	{ G. E. McGlade, Ticket Agt., Cor. King St. and Court House Ave.
Buffalo,	N.Y.	A. J. Shulman, City Pass. and Frt. Agt., 233 Main St.
Calcutta,	India	{ Sydney Haywood, 30 Dalhousie Square. Thomas Cook & Son, 11 Old Court House Street.
Chemnitz,	Korea	Holme, Ringer & Co.
Chicago,	Ill.	{ J. Francis Lee, General Agent, Passenger Dept., 228 South Clark St. C. J. Williams, City Pass. Agent, 228 South Clark St. W. A. Kittermaster, General Agent, Freight Dept., 234 La Salle Street.
Colombo,	Ceylon	Thos. Cook & Son (E. B. Creasey).
Detroit,	Mich.	{ A. E. Edmonds, City Pass. Agent, 11 Fort St. West. M. H. Brown, Dist. Frt. Agent, 11 Fort St. W.
Duluth,	Minn.	T. H. Larke, 426 Spalding House Block.
Glasgow,	Scotland	A. Baker, European Traffic Agt., 67 St. Vincent St.
Halifax,	N.S.	J. D. Chipman, Ticket Agent, 107 Hollis St.
Hamilton,	Ont.	W. J. Grant, Commercial Agent, cor. King & James Sts.
Hobart,	Tasmania	C. E. Knight & Co.
Hong Kong,		D. E. Brown, General Agent, China, Japan, etc.
Honolulu,	H. I.	T. H. Davies & Co.
Kingston,	Jamaica	Gerald A. Morais, Cor. Port Royal and Orange Sts.
Kobe,	Japan	F. S. Morse.
Liverpool,	Eng.	A. Baker, European Traffic Manager, 7 James St.
London,	Eng.	{ " " " 67, 68 King William St., E. C. and 30 Cockspur St., S. W.
London,	Ont.	T. R. Parker, City Passenger Agent, 161 Dundas St.
Malta,		Turnbull, Jr., & Somerville, Correspondents.
Melbourne,	Aus.	Australian United Steam Nav. Co. Thos. Cook & Son.
Minneapolis,	Minn.	W. B. Chandler, Agent, Soo Line, 119 South Third St.
Montreal,	Que.	W. F. Egg, City Pass. Agt., 129 St. James St.
New Whatcom,	Wash.	W. H. Gordon, Passenger Agent, 1293 Dock St.
New York,	N.Y.	{ E. V. Sklaner, Gen. Eastern Agt., 353 Broadway. Land and Emigration Office, 1 Broadway.
Niagara Falls,	N.Y.	D. Isaacs, Prospect House.
Ottawa,	Ont.	Geo. Duncan, City Pass. Agt., 42 Sparks St.
Paris,	France	{ Hernu, Peron & Co. } 61 Boulevard Hausemann and Ticket Agents, } 95 Rue des Marais, St. Martin. International Sleeping Car Co., 3 Place de l'Opera.
Philadelphia,	Pa.	H. McMurtrie, Frt. and Pass. Agt., 3rd & Chestnut Sts.
Pittsburg,	Pa.	F. W. Salisbury, Commercial Agent, 409 Smith Building.
Portland,	Me.	G. H. Thompson, Ticket Agent, Maine Central Rd. Union Depot.
Portland,	Ore.	H. H. Abbott, Freight and Pass. Agent, 146 Third St.
Pt. Townsend,	Wash.	William A. Pfeiffer, 106 Taylor St.
Quebec,	Que.	E. H. Crean, City Pass. Agt., Opp. Post Office.
Sault Ste. Marie,	Mich.	T. R. Harvey, 107 Portage Ave. West, and S.S. Wharf.
Sherbrooke,	Que.	W. H. Buttum, City Pass. Agent, 6 Commercial St.
St. John,	N.B.	W. H. C. Mackay, City Tkt. Agent, Chubb's Corner
St. Paul,	Minn.	H. E. Huntington, Agent, Soo Line, Hotel Ryan, 398 Robert Street.
San Francisco,	Cal.	{ M. M. Stern, Dist. Frt. & Pass. Agt., Chronicle Bldg Goodall, Perkins & Co., Agts. P. C. S. S. Co., 10 Market St.
Seattle,	Wash.	W. R. Thomson, Mutual Life Bldg, 600 Fifth Ave.
Shanghai,	China	Jardine, Matheson & Co.
Sydney,	Aus.	Burns, Philip & Co., Ltd.
Tacoma,	Wash.	F. R. Johnson, Frt. & Pass. Agt., 1023 Pacific Ave.
Toronto,	Ont.	C. E. Bunting, City Ticket Agent, 1 King Street E.
Vancouver,	B.C.	James Solater, Ticket Agent.
Victoria,	B.C.	B. W. Greer, Frt. & Pass. Agt., Government St.
Washington,	D.C.	W. W. Merkle, Frt. & Pass. Agt., 1229 Pennsylvania Av.
Wellington,	N.Z.	New Zealand Shipping Co.
Winnipeg,	Man.	W. M. McLeod, City Ticket Agt., cor. Main St. and McDermott Ave.
Yokohama,	Japan	Wm. T. Payne, Gen. Traffic Agt. for Japan, 14 Bund.

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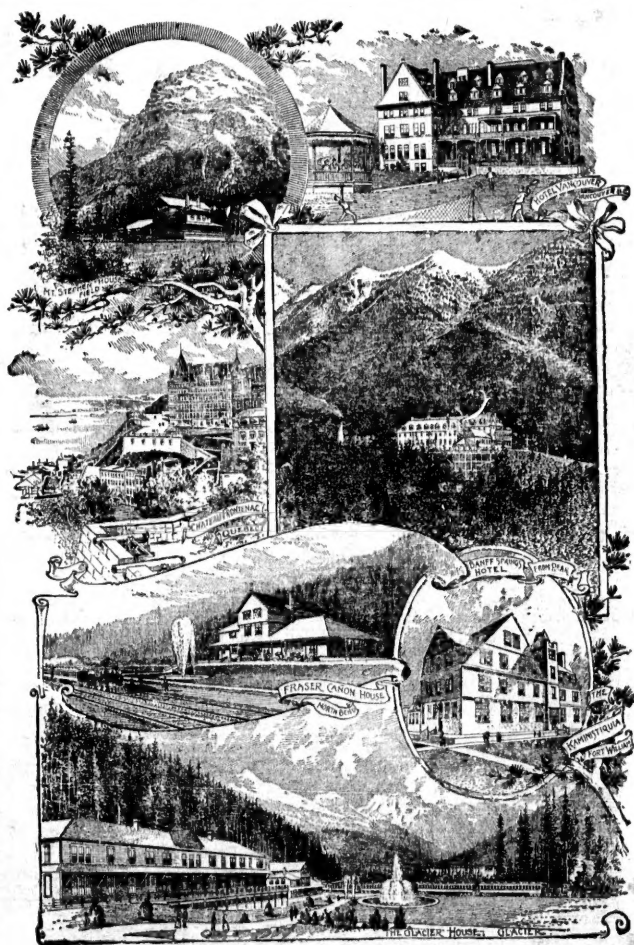
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Fort
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Canadian Pacific Railway Hotels



MT. STEPHEN HOUSE. Field.
HOTEL VANCOUVER. Vancouver.
CHATEAU FRONTENAC, Quebec.
BANFF SPRINGS HOTEL (From Rear).
FRASER CANON HOUSE, North Bend.
THE KAMINISTQUIA, Fort William.
THE GLACIER HOUSE, Glacier.

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